

# THE ILLUSTRATED LONDON NEWS

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SIXPENCE.

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ITALY'S SPLENDID ALPINI FIGHTING AMID THE ETERNAL SNOWS: A MACHINE-GUN SECTION ATTACKING  
AN AUSTRIAN POSITION ON MONTE NERO.

The Alpini, or Alpine troops of the Italian Army, have done splendid service in the mountain warfare all along the Austrian frontier. Our drawing shows a machine-gun section in action above the snow-line on Monte Nero, at a height of some 6500 feet, against Tyrolese troops. The Alpini are distinguished by their felt hats with turned-up

brim and single black-eagle plume. They wear uniform faced with green and Alpine boots laced to the knee. One of their recent exploits was: "On the upper Boite our Alpini, after having with great daring scaled Monte Tofana, surprised, in the valley of Travananzas the hostile troops who were entrenched, and conquered the position."

DRAWN BY MOLINARI.



## THE GREAT WAR.

By CHARLES LOWE.

A MID all the fluctuations of the tide of war during the week ending at the time of writing, there was one event which stood out more conspicuous than the German Empire itself—on the map; namely, our conquest of German South-West Africa, measuring 320,000 square miles, or more than a half larger than the European territory known as the "Deutsches Reich" presided over, if not entirely governed by, William II.

Last September the Germans wanted to have another Sedan; and now, after waiting a little, they have got one—of the African kind, which has entailed the complete surrounding and surrender of all their forces in Damaraland, numbering 204 officers and 3166 men, with 59 guns of various kinds—of which 37 were field-pieces. This was nothing, of course, to the 83,000 prisoners and hundreds of guns, etc., captured at Sedan; but in either case, the result was the same—the fall of an Empire, one in Europe, the other in Africa.

This is by far the bitterest pill the Kaiser has had to swallow, and he will be furious. He will pretend that the hoisting of the British flag in what used to be German South-West Africa doesn't really matter; that it is a purely provisional affair, and that the fate of Germany's oversea possessions will be finally determined—not by soldiers like General Botha, but by the diplomatists who gather round an international green-board at Berlin, or elsewhere, to settle terms of peace. Such is the German view, but it is as certain that the German flag has now been swept for ever from South Africa as that the Japanese in no circumstances will ever allow the Germans to re-enter into possession of Kiao-chau.

But, apart altogether from the ultimate political aspects of the question, the Germans must be feeling unendurably embittered by the thought that their military forces in Damaraland have been so completely "Sedan'd." In every respect they were outgeneralled, out-manceuvred, and outwitted. Being still weighed down by the Prussian jack-boot and Berlin policemen methods, they proved themselves hopelessly incompetent to cope with soldiers bred to South African warfare. Talk about "Marathon" marching, of which the Territorial record is held by the "London Scottish"!

The latter will be the first to doff their respectful bonnets to their comrades and countrymen of the "Transvaal Scottish," and the other equally brave and long-enduring units of Botha's brigades which rounded up Colonel Francke's stupefied men and gave them till "tea-time" next day—five o'clock tea, such the humour of it!—to accept their terms, surrender absolute and unconditional. The victor was singularly magnanimous in his treatment of the enemy officers, but possibly public opinion throughout the Empire would have been better pleased had General Botha not returned his sword to a barbarous soldier like Colonel Francke, the self-confessed poisoner of wells.

What a wonderful romance, to be sure, when one comes to think of it, was this crowning masterpiece of Louis Botha—formerly our honourable foe and now our foremost oversea protagonist in an Empire throughout which he is enthusiastically hailed as the "Scipio Africanus" of his time! No wonder that congratulations reached him from all parts of that Empire to which he has added an enormous extent of territory, including one from the King and another from Lord Kitchener, on behalf of the admiring British Army, concluding: "We shall warmly welcome you and the South Africans who can come over to join us"—which must have caused Botha, a great Bible-reader, like most of his pious race, to recall the vision which presented itself to the Apostle Paul when he had come down from Mysia into the Troas, over against which Sir Ian Hamilton's "dread fellows" are now surpassing the feats of Hector, and Achilles "swift of foot," and Hector of horses."

On appeared to Paul in the night; there stood Macedonia, and prayed him, saying: "Come Macedonia and help us." To this appeal the persecutor of the Christians made haste to answer as Louis Botha, the quondam antagonist of British, will also correspondingly do, if not in the least by means of a contingent of the splendid who were the instruments of what Lord Kitchener's "masterly campaign."

Lordship's recruiting speech at the Guildhall was without a touch of masterliness—a speech after a hurried visit to our Western front in with Mr. Asquith, after their attending; with we, Mr. Balfour, and Sir John French, a conference at Calais with the corresponding members of the French hierarchy. Talk about keeping secrets! What man in the street had the least inkling of such a conference until, several days after the event, it was officially announced? And, moreover, who had the least idea that the King had gone to visit the Grand Fleet under Admiral Jellicoe until, after his return, his Majesty, summarising his impressions, publicly recorded his conviction that "whenever the day of battle comes the Navy will add fresh triumphs to its old glorious traditions"?

In keeping with those traditions was the recent sinking of a German battleship by a British submarine, which thus showed that our underwater craft can penetrate into the Baltic as well as into the Sea of Marmora; while about the same time our Navy performed a feat unique in its history—by sending a couple of monitors up the bejungledd Rufigi river, on the coast of German East Africa, and making a complete end of the Kaiser's raiding cruiser *Königsberg*, which had been taking refuge there since last autumn, waiting for an opportunity of escaping which never came. Of all the "cutting out" operations in which our glorious sailors have ever engaged, this certainly was the weirdest.

The eternal question, "Quid novi ex Africa?" has lately overshadowed all others; but elsewhere as to Europe the answer has been: "Cela va bien pourvu que cela dure."

LONDON: JULY 13, 1915.

## WAR MEDALS.

A BOOK sure to command attention at the present moment is "War Medals and Their History," by W. Augustus Steward (Stanley Paul). The subject, so frequently in the public mouth to-day, is one of which the public knows little or nothing historically; but Mr. Steward's volume stimulates inquiry, and, better still, answers the questions it provokes. The material of the work is extensive, and yet the custom of conferring medals for distinguished conduct in the field is not so very ancient. The idea was at first commemorative rather than personally distinctive, but from the commemorative medal the custom of rewards easily arose, although this development cannot be traced further back than the time of Charles I. He it was who instituted military medals. Elizabeth, it is true, had caused an Armada medal to be struck, and this, it is said, was given to officers; but that it was to be won by individual acts of bravery cannot be positively stated. More likely it was purely commemorative. Charles's medal, however, was clearly the beginning of a fine tradition. At Oxford, on May 18, 1643, the King, by an order of the Court, directed that the medals should "be delivered to wear on the breast of every man who shall be certified under the hands of their Commander-in-Chief to have done us faithful service in this forlorn hope." The first award on record is to Robert Welch, afterwards Sir Robert Welch, for gallant conduct at the Battle of Edgehill, fought nearly a year before the institution of the decoration. On the obverse of the medal appeared portraits of the King and of Prince Charles, and on the reverse a copy of the banner Welch had saved. The first campaign medal, known as the Dunbar medal, was instituted by Cromwell, for presentation to officers and men who "did this excellent service," and "in commemoration of that great mercie at Dunbar." These medals were not campaign medals in the strict modern sense, as they were worn round the neck and suspended from a chain, but they are the real forerunners of the campaign medal proper, inasmuch as they were given to officers and men alike. This good custom, however, did not then become general, and it was not until after Waterloo that all ranks shared alike in rewards of this class. Writing with minute knowledge and with his fine collection before him, Mr. Steward describes the whole corpus of British war medals, and some of foreign origin, with notes on the campaigns and actions in which they were won. There are also personal anecdotes of the decorated, and many good illustrations. Here is a new and tempting field for collectors.

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## TITLEPAGE AND INDEX.

The Titlepage and Index to Engravings of Volume One Hundred and Forty-Six (from January 2 to June 26, 1915) of THE ILLUSTRATED LONDON NEWS can be had, Gratis, through any Newsagent, or direct from the Publishing Office, 172, Strand, London, W.C.

## THE POISON BULLETS OF THE GERMANS

A REVIEW OF MR. A. A. ROBERTS'S "THE POISON WAR."

(See Illustrations on Page 77.)

THE use by the Germans of chemicals designed to cause fatal disease to their opponents, as well as for fire-raising, has several times been dealt with in this column (see especially *The Illustrated London News* for May 25 and June 19 in this year). It seems, however, that the list of crimes of the enemy in this respect is not yet complete. According to the evidence given by Mr. A. A. Roberts in his book called "The Poison War," the Germans are not content with pumping into our trenches the deadly chlorine gas, which causes death with horrible suffering to men unprotected against its effects, but that they also employ bromine and carbon monoxide. The use of the first-named of these is by no means improbable, inasmuch as it is known that the Badische Anilin und Soda Fabrik had large stocks of it on hand before the war. Bromine gas is, however, brownish-red in colour, whereas all observers seem agreed that the "poison cloud" used by our enemies in the assault of trenches is greenish-yellow; and it is therefore probable that when the Germans use bromine for offensive purposes it is in the shape of shells. As for carbon monoxide, its use would be humane when compared with that of the other two gases, as it produces death speedily, and by what appears to be painless sleep or coma. It is given off in greater or less volume by the bursting of all shells used in warfare; but it would, perhaps, be premature to say that our enemies have yet employed it purposely and on a large scale.

Mr. Roberts, however, makes a charge against them much more serious than that of using asphyxiating or irritating gases. He declares, on the authority of M. Victor Henri and M. Urbain—both of them chemists of European celebrity—that the German shells have been found to contain "a great quantity of reddish to violet-brown powder smelling strongly of white phosphorus and containing up to 97 per cent. of phosphorus." Mr. Roberts shows that the shrapnel bullets are packed in this powder, and are scored or indented in such a way that the powder necessarily finds itself carried forward in the indentations in the bullets, and thus effects a lodgment in the wounds caused by them. Thus used, phosphorus becomes one of the worst as well as one of the most insidious poisons possible. It is extremely likely to produce gangrene in the wound, and thus explains the great frequency of this complaint among our own and the French wounded earlier in the war. But its constitutional, or after, effect is far more terrible than its merely local one. It can hardly be doubted that this is the object which the Germans have in view when they thus pack their shells with phosphorus powder, and that their deliberate intention in so doing is to prevent even their slightly wounded opponents from ever returning to the colours.

That a nation which deliberately makes use of such cowardly weapons puts itself outside the pale of humanity hardly needs demonstration. That the use of projectiles "the object of which is the diffusion of asphyxiating or deleterious gases" is directly forbidden by the Hague Convention has already been several times stated in the daily Press, and not the least useful part of Mr. Roberts's book is an appendix in which he gives a translation in full of the part of the Convention in question dealing with the subject. But the use of chemical contrivances for making bullet-wounds the cause of fatal disease—and of disease attended by frightful and wholly unnecessary suffering—is condemned by the laws of humanity as well as of nations, and has hitherto been confined to those savages who, from physical weakness or imperfection of weapons, are forced to employ poisoned arrows.

## MODERN MUNITIONS OF WAR: GUNS AND PROPELLANTS.

WITH reference to the article under the above heading on another page of this Issue, by Professor Vivian B. Lewes, we should like to mention that it is a condensation by Professor Lewes of the first of the extraordinarily interesting series of lectures he is giving at the Royal Society of Arts, John Street, Adelphi. This lecture was delivered on July 7. The second, on "Mines, Shells, and High Explosives," was arranged for the 14th; and the third, on "Poison Gases and Incendiary Bombs," is to be given on the 21st, at 4.30 p.m. The second and third lectures will be printed by us in similar form.

Under the patronage of Mrs. Asquith, a concert will take place at 18, Grosvenor Square (by kind permission of Mrs. John Astor), on Thursday afternoon, July 22, at which Sacha Votitchenko, the famous Russian artist, will play eighteenth-century Russian and French music on the Tympanon. He will be kindly assisted by Mlle. Ratnikova, Miss Ida Kiddier, Miss Maude Valerie White, Mr. Gerald du Maurier, Mr. Samuel Mann, and Miss Elizabeth Asquith (who will recite). The Tympanon is a prototype of the Clavecin; and the instrument which Votitchenko is playing was presented to an ancestor of his by Louis XIV. Tickets, at one guinea and half a guinea, can be obtained from Mrs. Asquith, 10, Downing Street, Whitehall, and the Waldorf Hotel, Aldwych.

## AT THE BOOKSELLERS'.

## MISCELLANEOUS.

The Soul of the War.	Philip Gibbs.	3s. 6d. net.	(Heinemann.)
Monograph on Leonardo Da Vinci's "Mona Lisa."	John R. Eyre.	5s. net.	(Grevet.)
Court Life from Within.	H.R.H. the Infanta Eulalia of Spain.	10s. 6d. net.	(Cassell.)
Reciters' Treasury of Irish Verse and Prose.	A. P. Graves and Guy Pertwee.	3s. 6d.	(Routledge.)
Brassey's "Naval Annual (War Edition), 1915."	Edited by John Leyland.	10s. net.	(Clowes.)
The Dardanelles: Their Story and Their Significance.	By the Author of "The Real Kaiser."	2s. net.	(Melrose.)
The Campaign of 1914 in France and Belgium.	G. H. Perris.	10s. 6d. net.	(Hodder and Stoughton.)
War Brides.	Marion Graig Wentworth.	1s. 6d. net.	(Heinemann.)





By G. K. CHESTERTON.

SOMEbody has sent me anonymously several copies of a pro-German paper; and until I had read them carefully I was under the impression that the Germans had a case. It is in no way necessary to my own conviction to suppose that they have no case. I have never known before such a thing as a side with no case. Strange to say, I am sufficiently subtle to know that the Germans are not necessarily wrong merely because all the English newspapers say they are wrong, nor even because all the English people think they are wrong. I have been in minorities myself, as during the Boer War, and I am quite aware that a clear and tenable case can be swamped and almost silenced, partly by manufactured Press opinion, but partly also by genuine popular patriotism. But the pro-Boers had a case; and, whenever they could get a letter printed in the corner of a newspaper, they stated it. But I have just read some twelve solid newspaper pages of printed matter, written in the German interest, issued in Germany, circulated in the open market of America; and it is literally not too much to say that, in the plain matter of right and wrong, there is not a word about the war from beginning to end.

It is called the *Continental Times*: *A Journal for Americans in Europe*. It is written in a very singular style, which is neither English nor American. Perhaps it is Yiddish; but I am sure, if so, it is bad Yiddish. Here is a good sentence: "The red fluid lost in the eastern battlefield by Austria and Hungary is a mighty test of blood." It seems to have been at first supposed that it was a test of cochineal. They are great on the red fluid in the *Continental Times*. "Surely," they argue, "unless the terrible revelations which have been made by the pitiless blade of war have caused deeper than human reason can divine, the day must come when the English people, made sound again by one pure drop of its old yeoman blood, will rise and rend the men who sold it into the red slavery of war. Who are these men? The arch-intrigant Sir Edward Grey and his evil conscience, Sir William Nicholson, Herbert Asquith, white-haired Druid," etc. Personally, I should ask for more than one drop of my old yeoman blood before I started rending Druids, however white-haired; and I think it a little mean not to allow Sir Edward Grey to have even an evil conscience of his own. But the style is one which lends itself to misunderstanding. The Austrians, it appears, "have seen their beloved Emperor to face." We also read that "the legions of the open-eyed are gathering behind Ramsay Macdald"—which would appear not to be Yiddish, but presumably Chinese. It is stated that a person called "Napoleon," were he alive (which is not the case), would call us a nation of "peddlers." But, though the style and spelling of this journal are a perennial feast, I am here concerned with what arguments it can present—or rather, can't present. And I repeat that there is no attempt at any defence of Germany at all. There are all sorts of other things. There are statements which are entirely true—as that some French caricatures are blasphemous or that some English advertisements are vulgar. There are statements which are entirely false—as that the Russian retreat was a *saute qui peut*, which anybody can disprove with a few pins, a map, and a scientific grasp of the number of days in a week. The Italians are described as "cautious Italians," apparently because they attacked the Austrian Army and not the Turkish Army. They are also called swarthy. There is not wanting the divine afflatus of song, as in the lines—

Hats off to the German Kaiser!  
The victim of English greed,  
Who lived up to his given word  
Clasped hands with a friend in need.

This is actually the nearest we get even to an allusion to the moral cause of the war, and the allusion is slightly obscure. The same note is distantly sounded in the sentence: "Again we say what a contrast to this grand and inspired German nation is furnished by the traitorous land that in an evil and erring moment struck its sister in the back." And beyond that, absolutely nothing.

German apologists have first to face one quite simple fact. The English case against Germany is not founded on the things that are disputed. It is founded on the things that are admitted. Doubt everything that can be doubted; deny everything that can be denied; imagine anything unknown and unknowable to palliate what we know—and the

the French, nor even for the beating of the French. It was only needed for the cheating of the French.

It is so with all the first facts of the war: in the ultimatum to Serbia, in the ultimata to France and Russia. Long before Germany did wrong, Germany was wrong. Everything essential in what we say could be quoted verbatim from what our enemies say. It was not we who declared the invasion of Belgium a "wrong"; it was the German Chancellor. It was not we who first called German soldiers Huns; it was the German Emperor. It was not we who said that a certain frightfulness was necessary in their military occupation; it was their own military authorities. Cut down our case to the bones of the utterly indisputable, and it is final and secure. If there is no international right, we are necessarily as good as they are. If there is right, they are wrong.

Against this stunning simplicity in our case the Germans have nothing to say, save such floundering irrelevances as I have cited. In number after number of this large paper they have full room to spread themselves; but they grow thinner and thinner as they spread.

It is not surprising that nothing they say persuades a people so lucid, so legal, so eager for argument as the Americans. It may be said almost universally that the language of a paper like this is not only unintelligent, but positively unintelligible.

And yet there is an exception: and that exception is one which Englishmen have very gravely to consider. There is one, and only one, kind of contribution to these German pages which might possibly influence an intelligent and judicial citizen of the United States. There is one, and only one, type of paragraph which might move him against England, if not in favour of Germany. And it is the melancholy fact that these words of encouragement to Germany are not written by Germans. They are the only words in this rag which are written in real English: and they are written by Englishmen. They are quoted from English newspapers. It is actually on English authority that these babyish barbarians can say that the English arms are foiled and the English spirit hopeless. Across one page of this paper is written, in enormous letters, a crowing parody of the cry that our poor fellows have so often caught up in the trenches, "Are We Downhearted? Yes!" That is the German version of our present condition; and it is supported, in the lines beneath, simply and solely by quotations from two London morning papers.

If there be anywhere in the world an informed and thoughtful man who sympathises with Germany I can imagine his reading this German journal with a sinking heart. Page after page would show him nothing but vaporous evasions, such as he would know to be absurd in the eyes of any educated people anywhere, and expressed in language that would make a man laugh on his deathbed. And then suddenly his heart would be lifted up. His eyes would light on a sentence written in unmistakable English by an unmistakable Englishman, and practically admitting despair in England and ruin in Russia. "All that talk of a brilliant retreat, of an army saved, and concerning the non-importance of Lemberg, is ridiculous." If he were really an informed man he would know that this is not "pessimistic," but simply untrue. He would know that the retreat was brilliant, that the army was saved, and that Lemberg is unimportant in comparison. But he would be very glad that English writers should utter such sullen ignorance, and that English readers should believe it.

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THE YOUNGEST SOLDIER OF THE BELGIAN ARMY: PRIVATE H.R.H. PRINCE LEOPOLD, DUKE OF BRABANT, HEIR TO THE BELGIAN THRONE.

Three months ago, on the sands in the North of France, the eldest son and heir of Albert, King of the Belgians, was enrolled as a private in the 12th Regiment of the Belgian Infantry of the Line. Prince Leopold, Duke of Brabant, is a manly, good-looking lad of fourteen, and, as he takes both his profession and his position seriously, his father's words in introducing his Heir to the Staff: "If I cannot finish my work in the course of this war, I rely on my son to do it," represented more than a mere formal phrase.

German position remains radically indefensible, and, as we have seen, undefended. Suppose no single German has committed one single crime in Belgium: the crime is that he is in Belgium. Suppose that historians like Lord Bryce and Mr. Fisher of New College cannot sift evidence at all, but pass hundreds of stories not one of which has any sort of foundation. Still the tale of what happened in broad daylight before Liège and before Europe is not a tale without foundation. And that tale is self-evidently as vile as it is true, for it was a double treason, both to Belgium and to France. The most even Germans have ever said for it was that it was necessary. But necessary to what? It was not necessary to a fight. It was only necessary to a foul. The Prussians were not even doing evil that good might come; but treachery that treachery might come. The act was not needed for the fighting of



## WHERE THE KAISER WOULD BE—IN OTHER COMPANY:

PHOTOGRAPHS BY ALPIERI; EXCLUSIVE TO



FRENCH STATESMEN AND THE FRENCH GENERALISSIMO: M. VIVIANI, PREMIER (ON EXTREME LEFT), GENERAL JOFFRE, AND M. MILLERAND, MINISTER OF WAR (RIGHT).



FRENCH WAR LEADERS IN CONCLAVE: (LEFT TO RIGHT) M. VIVIANI, M. ALBERT THOMAS (UNDER-SECRETARY FOR WAR), GENERAL JOFFRE, AND M. MILLERAND.



MEN WHO ARE FRUSTRATING THE KAISER'S DESIGNS ON CALAIS: M. MILLERAND (ON EXTREME LEFT), GENERAL JOFFRE, AND SIR JOHN FRENCH (FURTHER AWAY).

## FRENCH AND BRITISH MINISTERS AND GENERALS AT CALAIS.

"THE ILLUSTRATED LONDON NEWS."



THE BRITISH AND FRENCH COMMANDERS-IN-CHIEF: SIR JOHN FRENCH AND GENERAL JOFFRE IN A DISTINGUISHED GROUP AT CALAIS STATION.



THE FIRST LORD OF THE ADMIRALTY INTERESTED IN THE DISPLAY AT THE BOOKSTALL: MR. BALFOUR IN THE STATION AT CALAIS.



FIGHTING CHIEFS OF THE ALLIES AT CALAIS: SIR JOHN FRENCH (FACING CAMERA) WITH GENERAL JOFFRE AND OTHER FRENCH OFFICERS.

The fact that Calais is one of the principal objectives of the German Army, and that the Kaiser is said to have once more issued orders that it must be taken at all costs, renders doubly interesting the choice of that historic town as the meeting-place for the recent conference of French and British statesmen and Generals. The event was announced in the following official communication published on July 10: "The Prime Minister, Lord Crewe, Lord Kitchener, and Mr. Balfour left England on Monday last (July 5) to attend a conference, which was held at Calais on Tuesday, with M. Viviani (the Prime Minister), M. Delcassé (Foreign Minister), M. Millerand (Minister of War), M. Augagneur (Minister of Marine), M. A. Thomas (Under-Secretary of State for War), and General Joffre. Field-Marshal Sir John French was also present. The Prime Minister and Lord Kitchener afterwards visited

the British General Headquarters, and returned to London last night." The photographs here reproduced were taken on the platform at Calais station. M. Delcassé, it may be mentioned, does not appear in any of them. M. Albert Thomas, the French Under-Secretary for War, is a young Socialist Deputy, who has distinguished himself by his work in organising the production of munitions in France, holding a position in that respect analogous to that of Mr. Lloyd George in this country. M. Thomas had only just returned from his visit to England, where he was much impressed with the efforts that are being made to increase the supply of war material. "I leave your hospitable shores," he said, "with the renewed conviction that the joint efforts of the Allied Powers in a just cause will be rewarded by a decisive victory."



## GERMANY'S GIANT MACHINE-GUNNED BIPLANE: THE ENEMY "BATTLE AIRMAN" IN ACTION.

DRAWN BY JOHN DE G. BRYAN, FROM MATERIAL SUPPLIED BY A CORRESPONDENT. (COPYRIGHTED IN THE UNITED STATES AND CANADA.)



WITH DOUBLE FUSELAGE: TWO ENGINES; AND CENTRAL ARMoured CAR FOR PILOT AND MACHINE-GUNNERS: THE GREAT ENEMY AEROPLANE FOUGHT RECENTLY BY OUR AIRMEN.

In a recent despatch, the official "Eye-Witness" stated that two officers of the Royal Flying Corps had a most exciting experience while reconnoitring over Poelcappelle at a height of about 4000 feet. "They engaged a large German biplane having a double fuselage, two engines, and a pair of propellers. The German machine at first circled round ours, shooting at it with a machine-gun, but, so far as is known, not inflicting any damage. Then our observer fired about fifty rounds in return at under two hundred yards' range. This had some effect, for the hostile biplane was seen to waver. After some more shots, its engines stopped, and it nose-dived to a level of 2000 feet, where it flattened out its course, flying slowly and erratically." The correspondent from whose material our drawing was made states that the new German "battle airman"—as the enemy call their giant biplane—is not quite the Dreadnought of

the air one would expect. The Allies' ordinary fighting aeroplane still maintains its superiority, and can beat off its huge opponent. The whole affair suggests a great Spanish galleon of the Armada having rings made round it by a little ship of a Drake or a Hawkins, the cumbersome and complicated machine being more vulnerable than its simpler antagonist. The German machine is a biplane; and the top wing covers about 60 to 70 feet. It is a dual-tractor. The engine and propellers are fitted on two bodies of the monoplane type. A large biplane tail, with double rudders, is fitted to the rear. Centrally, between the fuselages, is placed the car, which holds three or more men, including pilot and machine-guns. Control is from here: the double fuselage contains only the petrol-tank and engines. The car is fitted with several machine-guns, which are placed to fire in all directions. There is a very strong landing-chassis, with big, enclosed springs.



## "E 11": AND BRITISH GUNS: REMARKABLE DARDANELLES PHOTOGRAPHS

PHOTOGRAPHS BY C.N.



THE RETURN OF THE "E 11": THE CREW OF H.M.S. "GRAMPUS" CHEERING THE BRITISH SUBMARINE WHICH TORPEDOED A TURKISH TRANSPORT IN CONSTANTINOPLE HARBOUR.

The British submarine "E 11," towards the end of May, passed through the Dardanelles and the Sea of Marmora and entered the harbour of Constantinople, where she torpedoed the Turkish transport "Stamboul," a feat which, our readers will remember, we illustrated on a double-page drawing in our last Issue. In the course of her voyage she also sank a Turkish gun-boat, another transport, an ammunition-

ship, and three store-ships, and drove another ashore. Her Captain, Lieut.-Commander M. E. Nasmith, received the V.C., while two other officers received the Distinguished Service Cross, and the crew the Distinguished Service Medal. "The dashing Commander of 'E 11'" writes Mr. Granville Fortescue, "has demoralised the Turkish line of sea communications." Her periscope was damaged by a Turkish shot.



BRITISH ARTILLERY THAT HAS WEAKENED THE TURKISH RESISTANCE IN GALLIPOLI: "ANNIE" AND OTHER GUNS OF ONE OF OUR BATTERIES IN ACTION.

Describing the battle of Gully Ravine on June 28, Mr. Ellis Ashmead-Bartlett writes: "The action opened at 9 a.m. by a tremendous bombardment of the Turkish trenches with heavy artillery, the high-explosive shells bursting all over the trenches and throwing up clouds of earth and smoke, so that the whole section to be attacked

soon disappeared from view and looked like one huge furnace . . . It certainly seemed to me that the enemy's powers of resistance have appreciably weakened, and that his spirit is nothing like what it was. This may be due to the tremendous effect of our concentrated artillery fire on a small section of his lines."



FRANCE AND BRITAIN AT THE DARDANELLES: LEADERS AT SEDD-UL BAHR.



TWO DAYS BEFORE THE FRENCH COMMANDER WAS GRIEVOUSLY WOUNDED: GENERAL SIR IAN HAMILTON VISITING GENERAL GOURAUD TO ANNOUNCE A SUCCESS NEAR KRITHIA.

The fortune of war, its glory and its grief, are vividly suggested by this pictured meeting of two famous French and British Commanders, General Gouraud and General Sir Ian Hamilton, at Sedd-ul Bahr, on the evening of June 28. General Hamilton visited the French Commander-in-Chief with the good news of an important gain that afternoon near Krithia, a success of which we have read with pride in the recent absorbingly interesting despatch sent to the War Office by General Hamilton. The pathos of our picture rests in the deeply regretted fact that, two days after it was taken, General

Gouraud was grievously wounded. His right arm was so badly fractured by the fragments of a shell that it was found urgently necessary to amputate it on the voyage to France; and he sustained other fractures, of the thigh and the left leg. Happily, good progress is reported, and the brave General has had the Military Cross conferred upon him by M. Poincaré, who was accompanied by M. Millerand. All Paris has flocked to write its name in the visitors' book of the wounded General, who succeeded General D'Amade as Commander-in-Chief of the French Expeditionary Forces at the Dardanelles in May.



## REVEALED BY LIGHT-BALL PISTOLS: A TURKISH

DRAWN BY A. C. MICHAEL FROM MA



"EVEN AS THEY FOUGHT, IN FILES THEY LAY—LIKE THE MOWER'S SWATHES AT CLOSE C

It was at 10.30 p.m. that the attack was made—a night attack to capture the trenches near Achi Baba, on the left of the British position. The enemy's preliminary move forward was made stealthily under cover of the gathering darkness. The outermost line of British trenches—the "fire-trenches"—at the point assailed started from a ravine, or nullah, which runs down from the higher slopes to the sea. The extreme left was held by the Royal Inniskilling Fusiliers and Northern Irish regiment, famed among the most famous regiments of the British Army for reckless valour on half a hundred battlefields. They held a very carefully fortified position. In front of their line of trench extended a small vineyard with a mud-wall round it, the vine-branches being intertwined with a thick network of barbed-wire. Aware or not of the nature of the obstacle, the Turks, with German officers leading, moved directly on the entrenched Inniskillings. They were waited for. With machine-guns laid and levelled Lee-Enfields, the Irishmen lay low until the enemy's front was within 150

## ATTACK BY NIGHT, NEAR ACHI BABA, REPULSED.

SUPPLIED BY PARTICIPANTS IN THE ACTION.



DAY": A TURKISH COLUMN ANNIHILATED BY THE INNISKILLINGS AT THE DARDANELLES.

1915. Then the darkness became suddenly a blaze of radiance, as Very pistols spurted out flaring light-balls in quick succession overhead. Discovered at the critical moment, the assailants rushed forward furiously—to meet with a crashing fusillade from the British lines, as effective as those "fifteen rounds rapid" with which Smith-Dorrien's battalions shattered the German front at Mons. Its result was devastating, and our illustration shows the scene. Down, like hay-swaths beneath the mowing-machine, went the entire Turkish front line. They mostly carried grenades to fling at close quarters, and these were found next morning among the bodies. The second then caved up, and were, in turn, annihilated. A third line shared its fate. Thereupon the remnant broke and fled. Several German officers were found shot amidst the heaps of slain when next morning dawned. So the Inniskillings held their own.—(Drawing Copyrighted in the United States and Canada.)



## MODERN MUNITIONS OF WAR: I.—GUNS AND PROPELLANTS.

BY PROFESSOR VIVIAN B. LEWES.

THE teaching of the first six months of the war was tersely summed up by General French when he said last February: "The problem set is a comparatively simple one—munitions, more munitions, always more munitions"; the special munitions meant in this case being the high-explosive shells that, from the time the war assumed the conditions of a field siege after the battle of the Aisne, became a necessity for any advance.

When in days to come we review dispassionately the history of the war, and when events have settled down into their proper perspective, we shall see that the wonder of it has been that the supply of munitions has been so good that, in spite of the gigantic dimensions that the war has assumed, our supplies have been kept up far better than in any war of the past, and that any shortage that there has been in any one direction has been due to the entirely new conditions created, which find no parallel in the history of the world.

This phase of the question of munitions will be discussed fully under the subject of the various types of shell; but first it is necessary to make clear the changes in guns and propellants that have brought modern artillery into the paramount position it occupies in this war.

The changes commenced in the 'fifties of the last century, when we adopted the idea of rifling ordnance, so as, on firing the gun, to give the projectile a spin as well as forward velocity, this being found to add to the range and accuracy of fire; and in order to do this satisfactorily the guns had to be increased in length.

The rate at which the size of the big naval guns grew may be gathered from the fact that at the siege of Alexandria in 1882 we had the 80-ton guns of 16-inch calibre, whilst by 1886 we had afloat the 110-ton guns with a bore of 16.25 inches, using a charge of 960 lb. of powder.

Up to this time nothing but gun-powder had been used either as a propellant to drive the projectile from the big guns, or as bursting-charges for shells; and the grain used in the smooth-bore 68-pounders was that known as "Rifle Large Grain." It was soon found, however, that the lengthening of the gun caused, with this size of powder, a strain on the breech, and gave but a low muzzle-velocity, this being due to the rapid burning of the powder. Attempts were then made to slow the combustion by increasing the size of the grain; and with the increase in the size of the guns the powders gradually grew to the Large Pebble Powder, consisting of  $1\frac{1}{4}$ -inch cubes. Unfortunately, the desired effect could not possibly be obtained by alterations of this character, as it is required of a perfect powder that, when the charge is fired in the breech of the gun, the combustion shall commence comparatively slowly, so as gradually to overcome the *vis inertiae* of the projectile without throwing too great a strain on the gun; and the combustion of the powder then should increase in rapidity so as to supply gas more and more rapidly to increase the pressure and the momentum of the shot, which should leave the muzzle of the gun with the maximum velocity.

With such forms of powder as cubes or other large grain, however, maximum rapidity of burning and evolution of gas takes place at first, owing to the ignition spreading over the whole surface of the cubes; and, instead of the gas coming off with more and more rapidity as the space in the gun became larger, the evolution rapidly diminished with the decrease of surface caused by the burning-away of the powder.

In order to avoid this defect as far as possible, built-up charges were resorted to, and it was General Rodman, of the American Service, who first tried to overcome the difficulty by building up the charge of

solid slabs perforated with holes from the interior of which the combustion was started, so as to expose the minimum surface of powder at first, whilst the enlarging holes produced a greater and greater surface of powder as the space behind the projectile increased.

Large perforated cakes, however, are always liable to break, and cannot be made of uniform density; so that it was found far better to mould the powder into hexagonal prisms with a central core through them, which could be built up into a charge, the prisms being made with such exactitude that, when the charge was fired by a layer of fine-grain powder at the base of the cartridge, the combustion started from the central cores, and, as the powder burnt away, a greater and greater surface for combustion was continually formed until the whole of the charge was spent.

With the continued growth, however, in the size of the guns employed, other changes became

be seen, and the guns became useless until the smoke had cleared. This rendered a smokeless powder a necessity, and the history of the inception of the smokeless powders of to-day is full of interest.

When, during the formation of the gas from the solid in explosion, other solid compounds are formed as well, these solids are blown out in a fused form as fine particles and form a cloud—smoke; but if only gases are produced, the explosion is smokeless. Gun-powder, on being fired, gives nearly half its weight as solids, and therefore forms clouds of smoke; gun-cotton is resolved entirely into gases and gives no smoke.

When the necessity for a smokeless powder became urgent, it was naturally to nitro-cotton that attention was most largely turned; but all attempts to convert it from an "explosive" to a "propellant" failed until it was discovered by Mr. Walter Reid that its rate of combustion could be slowed down sufficiently

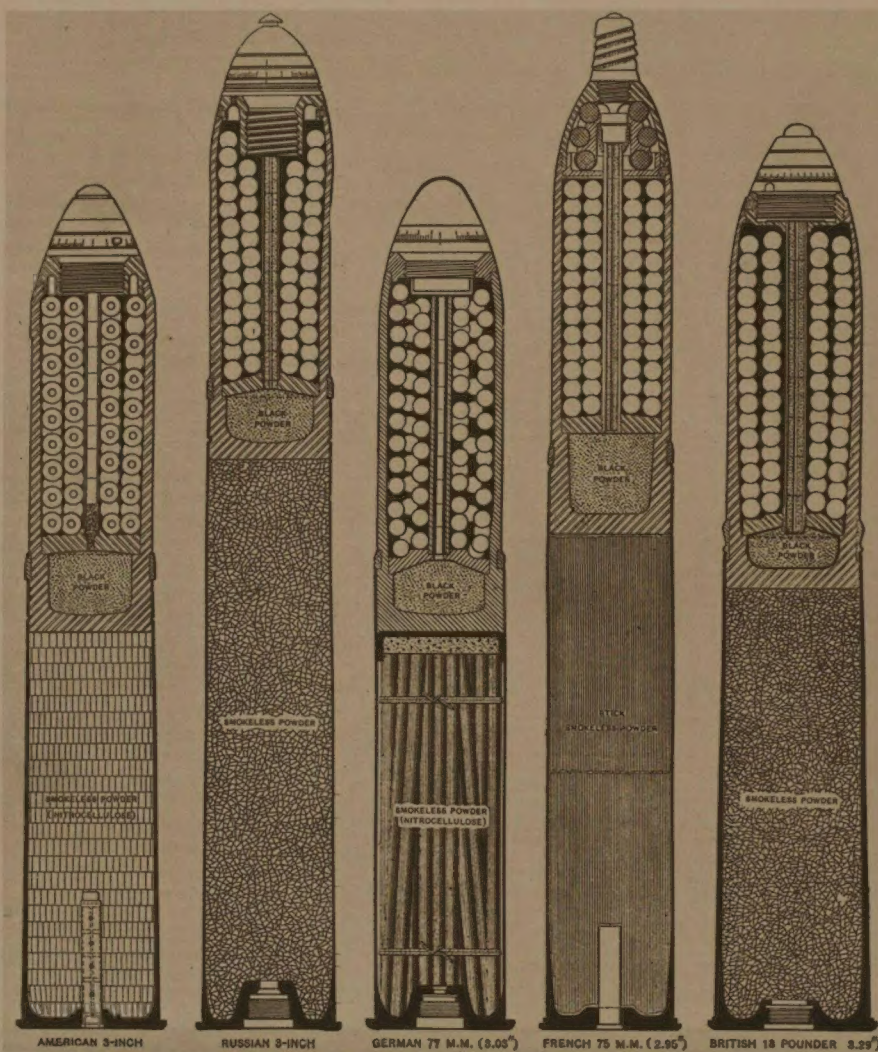
to make an excellent propellant by destroying the original cotton structure that still existed in the nitro-cotton by gelatinising it with alcohol and ether. If cotton-fibre is examined under the microscope it is found to consist of very minute tubes, and in the process of converting the cotton into "gun-cotton," by soaking it in a mixture of the strongest nitric and sulphuric acids, washing out all acid and drying, this structure remains; and if the gun-cotton were used as a charge in a big gun, no matter how much it was compressed, the flame of the combustion would be pressed back into these tubes and so accelerate the burning as to give almost instantaneous explosion, straining the gun and giving very low velocity to the projectile.

Nitro-glycerine is an even more rapid "explosive" than gun-cotton, and if used in a gun would burst it, probably, without driving out the projectile at all. Nobel, however, in 1875, discovered that if a low form of gun-cotton was macerated in nitro-glycerine the gun-cotton was gelatinised, all structure disappeared, and both explosives became so tamed in their action that they were converted into a perfect blasting explosive; and in 1888 the mixture was made the basis of a smokeless propellant far superior to gun-powder. This idea was improved upon by Sir Frederick Abel and Sir James Dewar, who found that the highest form of gun-cotton, which is unacted upon by nitro-glycerine, could be got into a gelatinised mass with nitro-glycerine if a common solvent, such as acetone, was used to blend them and afterwards evaporated out: and this blend, with 5 per cent. of vaseline to increase the stability and lubricate the gun, forms our modern "propellant" cordite, so named from the fact that it is cast into sticks, rods, or

cords, according to the size of the gun in which it is to be used.

The "Mark I." cordite first made contained 68 per cent. of nitro-glycerine; and the heat of its combustion in the guns gave rise to a troublesome form of erosion, which in the South African War shortened the lives of the field-guns, which had to be relined after a certain number of rounds had been fired. This led to an alteration in the proportion of the ingredients in the M D cordite now used in all arms, from the 15-inch guns of our super-Dreadnoughts to the Service rifles.

Our Allies and enemies alike use smokeless powders of a somewhat different type, made by gelatinising nitro-cotton without any nitro-glycerine, for their field artillery and rifles; but in the German and Austrian naval guns, nitro-glycerine powders of much the same kind as our "cordite" are used, as a larger charge of nitro-cotton powder has to be employed than of a nitro-glycerine powder, and this means larger chambers in the guns and larger magazines to carry the necessary amount of explosive.



SHRAPNEL SHELLS AS USED BY FIVE GREAT POWERS: (FROM LEFT TO RIGHT) AMERICAN, RUSSIAN, GERMAN, FRENCH, AND BRITISH.

The shrapnel shell is named after its inventor, Lieut. Henry Shrapnel, who brought out his new projectile in 1784. Shrapnel shells were adopted by the British Army in 1803. As shown in the diagram, the explosive charge in the brass case differs in the five types of shrapnel here illustrated. A 3-inch shrapnel shell holds from 210 to 360 bullets, and has a range of about 6500 yards.—[By Courtesy of "Machinery."]

necessary, as, even when using the black prism-powder for built-up charges, the pressure given began to throw too severe a strain upon the breech of the gun, even when the cartridges were made up in such a way as to leave air spaces at the seat of the charge, in order to relieve as far as possible the initial pressure; and, to secure further modifications, alteration in the composition of the powder became necessary. So that by the time the 80 and 110 ton guns were introduced into the Naval Service, prism-powders containing an increased percentage of potassium-nitrate and charcoal, with a smaller proportion of sulphur, were in use.

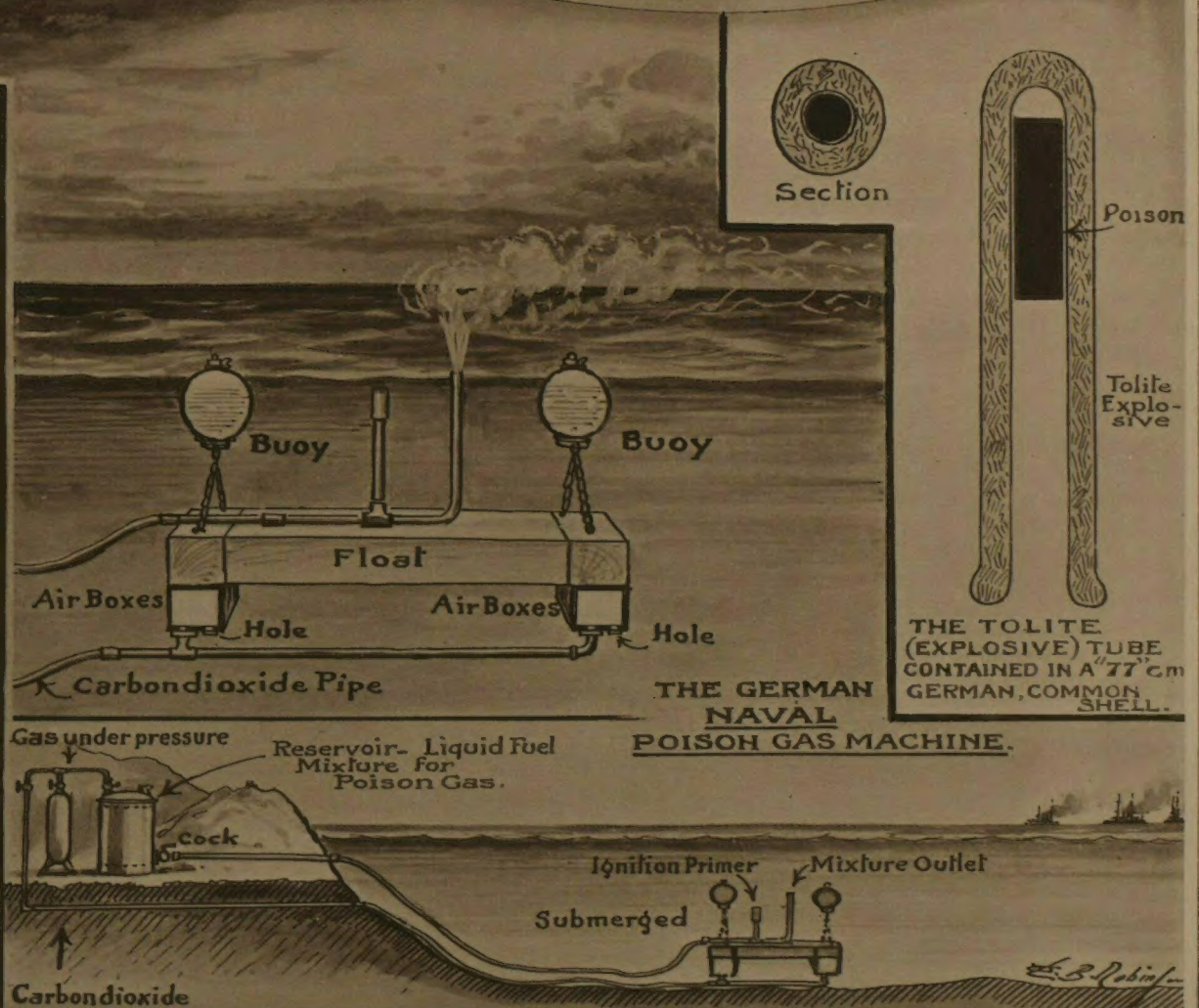
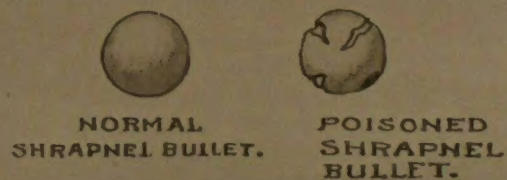
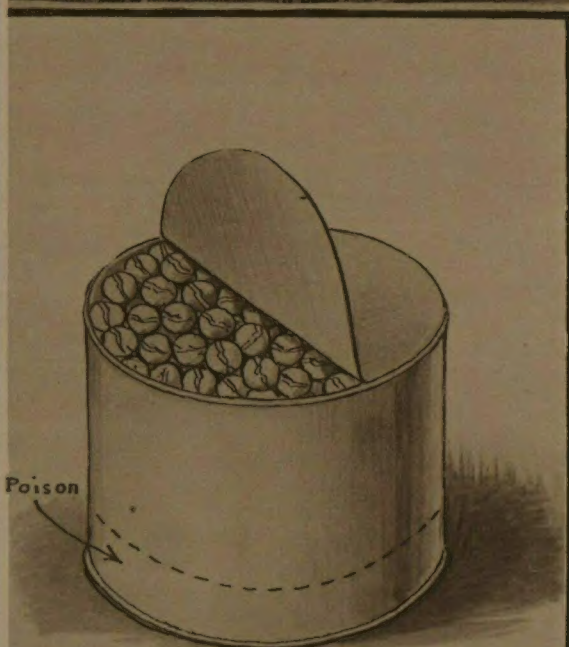
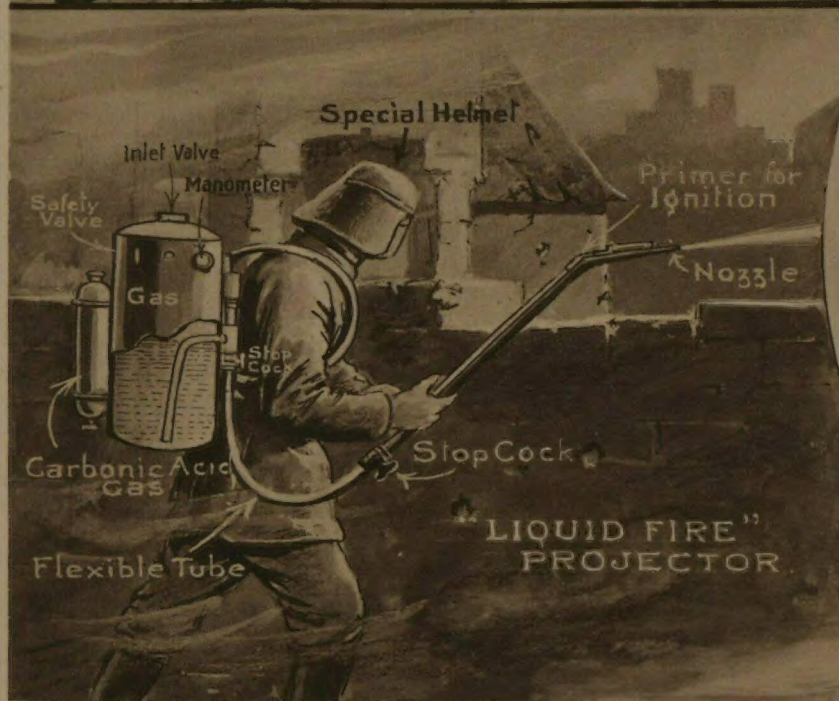
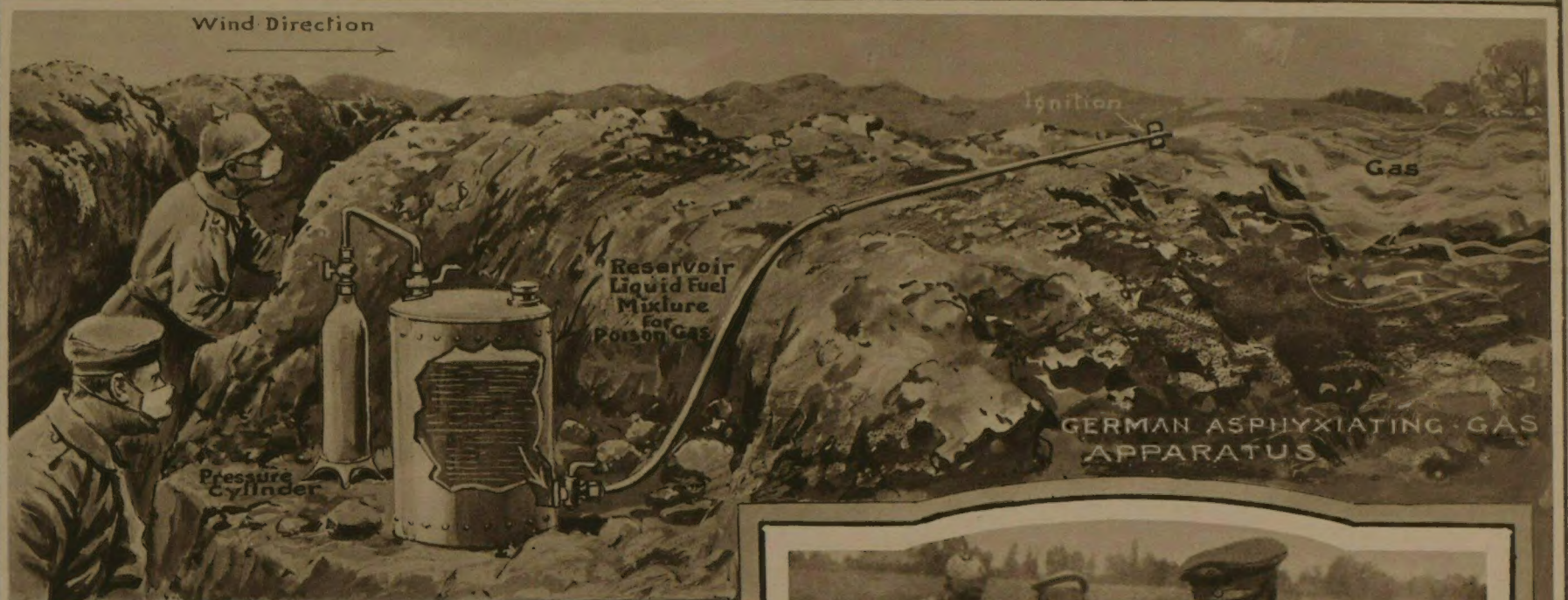
This fitting of the powders to the guns enabled perfect ballistics to be obtained, and really converted the explosive into what Sir Frederick Nathan was fond of calling these powders—"propellants."

These powders had one characteristic, however, in common with the old grain powder, and that was that they gave volumes of smoke; and when rapid-firing guns were introduced, so dense was the cloud produced that after the first few rounds nothing could



# "THIS UNWORTHY METHOD OF MAKING WAR": GERMAN POISON-GAS.

DIAGRAMS BY W. B. ROBINSON, AFTER SOME IN "THE POISON-WAR," BY COURTESY OF MR. WILLIAM HEINEMANN; INSET PHOTOGRAPH FROM A GERMAN PAPER (SEE ARTICLE ON PAGE 66).



## POISON-GAS BY LAND AND SEA: VARIOUS KINDS OF APPARATUS EMPLOYED BY THE GERMANS.

In his recently published despatch, Sir John French speaks with dignified scorn of "this unworthy method of making war"—the German use of poison gas. "All the scientific resources of Germany," he says, "have, apparently, been brought into play to produce a gas of so virulent and poisonous a nature that any human being brought into contact with it is first paralysed and then meets with a lingering and agonising death." Our illustrations are based on a remarkably interesting book describing in detail the various German devices for emitting asphyxiating gas, namely, "The Poison-War," by Mr. Alfred A. Roberts. "Chlorin gas reduced to a liquid," he writes, "is carried by the Germans in

strong steel cylinders. . . . To distribute the gas, the stop-cock is attached by a nozzle to the tube-apparatus. The removal of the pressure drives the liquid through the tube, and upon contact with the air it becomes reconverted into gas—which is driven by the pressure along the ground." Again, he says: "The fact that they [the Germans] intend to utilise poisonous asphyxiating gases in naval engagements will be unknown to the general public." The inset photograph, from a German paper (entitled, "Protection against English gas-bombs: applying the oxygen apparatus to revive a man asphyxiated!") is a piece of colossal impudence.—[Copyrighted in the United States and Canada.]



## THE EFFECTS OF SHELLING: WHAT A BOMBARDMENT LOOKS LIKE—REMARKABLE PHOTOGRAPHS FROM ALSACE.



4.15 P.M.: THE GERMAN TRENCHES ON THE SUMMIT AND SLOPES OF THE BRAUNKOPF UNDER BOMBARDMENT BY THE FRENCH ARTILLERY



4.30 P.M.: THE GERMAN TRENCHES BEING OVERWHELMED BY THE FRENCH ARTILLERY A FEW MOMENTS BEFORE THE ASSAULT ON THE BRAUNKOPF



7.5 P.M.: THE BRAUNKOPF STORMED AND TAKEN; THE GERMANS, HAVING FIRED METZERAL, CANNONADING THEIR FORMER POSITION.



USING THE ENEMY'S WEAPONS: FRENCH GUNNERS FIRING A GERMAN MACHINE-GUN FROM A CAPTURED TRENCH—METZERAL ON FIRE BEYOND.

From the first three of these vividly illustrative photographs one gains in an unusually informative manner an idea of what the bombardment of a position looks like when viewed from a comparatively short distance, or, as in the present case, from the attacking side's batteries. The scene of the bombardment is the Braunkopf hill in Alsace, a lofty eminence strongly fortified by the Germans to dominate and form the key to the Metzeral position, the capture of which by the French, on June 20, is likely to have important results. The taking

of the Braunkopf was the essential first step for the French. The artillery attack, with 220 mm. guns, seen above in progress, took place on June 15. The bombardment was suspended after 4.30 p.m. to allow the attack by storm to take place. After three hours' close-quarter fighting, the all-important fortified hill of the Braunkopf was in French hands. The Germans, on retreating, shelled the trenches they had been driven from, but could not turn out the French. They also set fire to Metzeral village as they withdrew.



## THE WINNING OF THE FIRST V.C. AWARDED TO A TERRITORIAL: AN HEROIC EXPLOIT ON HILL 60.

DRAWN BY R. CATON WOODVILLE FROM MATERIAL SUPPLIED BY PARTICIPANTS IN THE ACTION.



"HE SUCCESSFULLY RESISTED ALL ATTACKS ON HIS TRENCH, AND CONTINUED THROWING BOMBS": CAPTAIN G. H. WOOLLEY, OF QUEEN VICTORIA'S RIFLES, HOLDING HIS TRENCH ON A POSITION WHICH HAD AFFORDED THE ENEMY EXCELLENT OBSERVATION.

The official announcement of the award of the Victoria Cross to Capt. Woolley was as follows: "2nd Lieut. Geoffrey Harold Woolley, 9th (County of London) Battalion, the London Regiment (Queen Victoria's Rifles), Territorial Force. For most conspicuous bravery on 'Hill 60' during the night of April 20-21, 1915. Although the only officer on the hill at the time, and with very few men, he successfully resisted all attacks on his trench, and continued throwing bombs and encouraging his men till relieved. His trench during all this time was being heavily shelled, and bombed, and was subjected to heavy machine-gun fire by the enemy." Capt. Woolley is the first Territorial to win the Victoria Cross. The King received him at Buckingham Palace the other day, shook hands with him, congratulated him, and pinned on the Cross. Capt. Woolley is the youngest son of

the Rev. G. H. Woolley, of Old Riffhams, Danbury, Essex, once Secretary of the Waifs and Strays Society, and is twenty-four. He was educated at St. John's School, Leatherhead, and Queen's College, Oxford. He was destined for the Church, but, on the outbreak of the war, joined Queen Victoria's Rifles and was gazetted on August 26. He is described as an all-round sportsman who hates fighting! Dealing with Hill 60 in his despatch of a few days ago, Sir John French said: "On the night of Saturday, April 17, a commanding hill which afforded the enemy excellent artillery observation . . . was successfully mined and captured. This hill, known as Hill 60, lies opposite the northern extremity of the line held by the second Corps." On July 12, Berlin claimed: "On the northern slope of Hill 60 part of the English position was blown up."—[Drawing Copyrighted in the United States and Canada.]



# THE SURRENDER OF GERMAN SOUTH-WEST AFRICA: BOTHA'S CAMPAIGN.

PHOTOGRAPH OF GENERAL BOTHA AND HIS FAMILY BY KODAK (SOUTH AFRICA) LTD., CAPETOWN.



TAKEN DURING A VICTORY NEAR GIBEON, BEFORE THE CAPTURE OF WINDHOEK:  
A GERMAN GUN.



ON THE MARCH THROUGH THE SAND THE GERMANS BELIEVED WOULD BE THEIR  
BEST DEFENCE: BOTHA'S BURGHERS ADVANCING.



THE GREAT COMMANDER TO WHOM THE GERMAN SOUTH-WEST AFRICAN PROTECTORATE SURRENDERED: THE RIGHT HON. GENERAL LOUIS BOTHA; HIS WIFE AND FAMILY.



PART OF THE CONSIDERABLE MINERAL RESOURCES NOW IN BRITISH HANDS: THE  
KHAN COPPER MINE—MILL HOUSE.



VERY WELCOME TO THE TROOPS FIGHTING IN AN ALMOST WATERLESS COUNTRY:  
A WATER-TRAIN.

After Windhoek, the capital of German South-West Africa, had been surrendered to him unconditionally, General Botha said: "The result of these exertions is of the utmost importance to the Empire and the Union, as it means practically the complete possession of German South-West Africa." That the gallant General was right in speaking thus, on May 13, was proved abundantly on July 9, when, at 2 a.m., he accepted Governor Seitz's surrender of all the German forces in the Protectorate of South-West Africa. The taking of the surrender was entrusted to Brig.-Gen. H. T. Lukin; and the terms

were signed at Kilo, 500 miles on the railway line between Otavi and Khorab. The surrendering force numbered 204 officers and 3166 men. Of these 82 officers and 1262 of other ranks belonged to the Regular military forces of the Protectorate; the remainder were police and reservists. Thirty-seven field guns and twenty-two machine-guns were taken. In his report, General Botha said: "The surrounding movement by the Union troops, which preceded the surrender of the Germans, was a highly successful piece of combined work under particularly difficult conditions—the main feature of the last



## THE DEATH-BLOW TO GERMANY IN SOUTH-WEST AFRICA: THE CAMPAIGN.

TRAVELLING TO VICTORY THROUGH THE DESERT: THE 1<sup>ST</sup> RHODESIAN REGIMENT ADVANCING IN OPEN TRUCKS.

ON THE FIRST TROOP TRAIN ON THE RAILWAY THEY BUILT BETWEEN WALFISCH AND SWAKOPMUND: MEN OF THE RAND RIFLES



THE DEATH-BLOW TO GERMAN RULE IN SOUTH-WEST AFRICA: GENERAL BOTHA'S COLUMN AWAITING THE ORDER TO ENTER WINDHOEK, THE CAPITAL OF THE ENEMY PROTECTORATE.



CAPTURED BY A FLYING COLUMN: GERMAN MACHINE-GUNS AND AMMUNITION.



CAPTURED BY A FLYING COLUMN OF THE UNION FORCES: A GERMAN GUN.

Continued.]

operations has been the incessant marching by day and night over great distances at great speed without water." That was treating the difficulties mildly—they included the roads to Windhoek, which were found to be sown with mines "in fiendish profusion." Lord Kitchener's message to General Botha was significant, containing the sentence: "We shall warmly welcome you and the South Africans who can come over to join us." Our correspondent notes: "Lack of water has been one of the heaviest handicaps General Botha has had to contend with, and the arrival of the water-train is eagerly

looked for by troops along the line. Each man is allowed one gallon a day for all purposes drinking, cooking, washing and any delay of the water-train means this small allowance is still further reduced." Of the Khan Mine he writes: "The Khan Mine is situated on the Swakopmund-Windhoek Railway and is equipped with an up-to-date plant for treating copper and tin ores. The mine was deserted when our troops reached it, but the Germans had laid several mines to welcome us, all of which, fortunately, were localities destroyed before any harm was done."



# OUR GALLANT RUSSIAN ALLIES AND THEIR COMMANDER-IN-CHIEF: A DNIESTER ACTION, AND THE BALTIC NAVAL VICTORY.

FACSIMILE DRAWING BY H. C. SEPPINGS-WRIGHT, O.U.

SPECIAL ARTIST WITH THE RUSSIANS IN GALICIA.



HOW THE HIGH-EXPLOSIVE SHELL "OBLITERATES" WIRE-ENTANGLEMENTS AND OTHER DEFENCES.



AN ENEMY PROJECTILE BURSTING NEAR A RUSSIAN FIELD BATTERY IN ACTION ON THE DNIESTER.



OF A FORCE WHICH HAS HELD ITS OWN MOST GALLANTLY AGAINST GREAT ODDS: RUSSIAN ARTILLERY.



A RUSSIAN NAVAL VICTORY IN THE BALTIC: THE GERMAN MINE-LAYER "ALBATROSS" RUN ASHORE ON GOTHLAND, WITH HER FLAG HALF-WAY DOWN.



AFTER THE "ALBATROSS" HAD BEEN DRIVEN ASHORE ON GOTHLAND IN A SINKING CONDITION: GERMAN WOUNDED AND SURVIVORS AMONG SWEDISH PEASANTS AND SOLDIERS.



RUSSIA'S GIANT COMMANDER-IN-CHIEF: THE GRAND DUKE NICHOLAS AT AN INSPECTION OF TROOPS.

The Russians, like ourselves, have discovered the vital importance of the high-explosive shell, and are making similar efforts to increase the output of munitions from their factories. On the Western front the destructive power of the high-explosive shell has again and again been proved. Several instances may be found in Sir John French's recent despatch, as, for example, where he describes a German bombardment of the British Fifth Corps near Pozzang. "This fire," he writes, "completely obliterated the trenches and caused enormous losses." The drawing at the top shows a Russian field battery at work on the Dniester, with an enemy shell bursting close by, the guns being lit up by the flame. The officer lying prone towards the left was not killed, but, hearing the shell coming, had thrown himself on the ground, covering his face with his hands. In the right background German infantry are seen charging towards the line of Russian trenches indicated in the middle-distance. Happily, more recent news from the Eastern theatre has shown that our gallant Russian allies have made a splendid

rally, and between July 5 and 7 took about 11,000 Austrian prisoners near Lublin. The Russian official account of the naval battle in the Baltic on July 2 stated: "This morning, parallel with the Oestergarn lighthouse, on the east coast of the Island of Gothland, our cruisers encountered in the fog two of the enemy's light-cruisers and torpedo-boats, and engaged in battle with them. At nine o'clock in the morning, a German cruiser, badly damaged, lowered her flag and ran ashore. The other cruiser with the torpedo-boats made off." The German version of the battle said: "The 'Albatross,' owing to several hits, was obliged to run aground in a sinking condition near Oestergarn, in Gothland. Twenty-one on board were killed and 27 wounded. The wounded are being well cared for by Swedish officials and the population." A later Russian official note stated: "The Imperial Government expressed its sincere regret to the Swedish Government for the dropping of a shell in territorial waters . . . the dense fog . . . hindered accurate firing."—[Drawing Copyrighted in the United States and Canada.]





THE BUILDING OF ST. SOPHIA AT THE BIDDING OF THE BYZANTINE EMPEROR JUSTINIAN: AN ARCHITECTURAL WORK.



THE SETTING-UP OF THE FAMOUS METROPOLITAN CHURCH OF THE GREEKS AT CONSTANTINOPLE: JUSTINIAN INSPECTING A PLAN SHOWN TO HIM BY THE ARCHITECTS, ANTHEMIUS OF TRALLES & ISIDORE OF MILETUS.



BEFORE CONSTANTINOPLE WAS TAKEN BY THE TURKS IN 1453, & THE CHURCH BECAME A MOSQUE: ST. SOPHIA.

## SCIENCE JOTTINGS.

### THE SAVING OF MEAT IN WAR-TIME.

ECONOMY with regard to food is in war possible to the civilian only. The fighting-man, whether in the Army or Navy, is, taking him in the lump, young, with a digestion and an appetite brought to their highest point by his training, and he requires a good and generous diet if he is to carry out effectively the duty laid upon him of beating the Germans. His rations are, moreover, calculated on a scientific basis, and although there is doubtless waste in their preparation, it is doubtful whether any economy in this could be effected in war conditions, and if it could, whether it would appreciably benefit the rest of the nation.

Nor is the British working-man, on the whole, improperly fed for the work he has to do. His time for meals—a fact which is but too often forgotten—is very short, and the conditions in which the meals are taken precludes elaborate preparation. Hence meat and cheese, which contain more nutriment for their bulk than any other food-stuffs, form the staple of his diet; nor is it probable that their amount could in this case be reduced with advantage.

Hence it is only the upper and middle classes, the lucky people who live on their means, the Government or municipal servant, the professional man, the shop-keeper, and the dependents of these, who can economise in the direction of food. That there is need of such economy there can be no doubt. We do not produce a tithe of the food required for the support of our population in time of peace, and the balance has to be imported from abroad.

Thanks to our command of the sea, we can still obtain this; but in these days a great part of the supply has to be distributed as soon as it is received to an Army and Navy far larger than any of us has hitherto dreamed of, and now scattered over three continents. What remains goes to the civil population at the highest price obtainable from a people already impoverished by taxation and the reduction of trade. Is it wonderful that everybody is wondering how they can do with less meat?

M. Bergonié, the celebrated Professor of Bordeaux, shows that this could be done by dispensing with the mid-day meal. The upper and middle classes in this country are in the habit of consuming, with rare

exceptions, four meals a day; that is to say, a substantial breakfast at from eight to nine o'clock; a luncheon at from one to two; a tea between four and five; and a dinner from seven to eight. At three of these—breakfast, lunch, and dinner—

and would suppress meat at breakfast also. He shows by a series of curves, like those used by electric-supply companies for registering the needs of their customers, that the average man requires a greater bulk of food at his breakfast than at any other time throughout the day. This is caused by the long demand on his un replenished reserves of energy during the hours of sleep, by the drop in temperature during the night hours, and by the loss of energy—or, what is here the same thing, of heat—in bathing and dressing. But if he is to work soon after breakfast, as most of us must, his breakfast should consist mainly of food which can be quickly digested; that is to say, of bread, milk, and fruits, both uncooked and preserved in sugar.

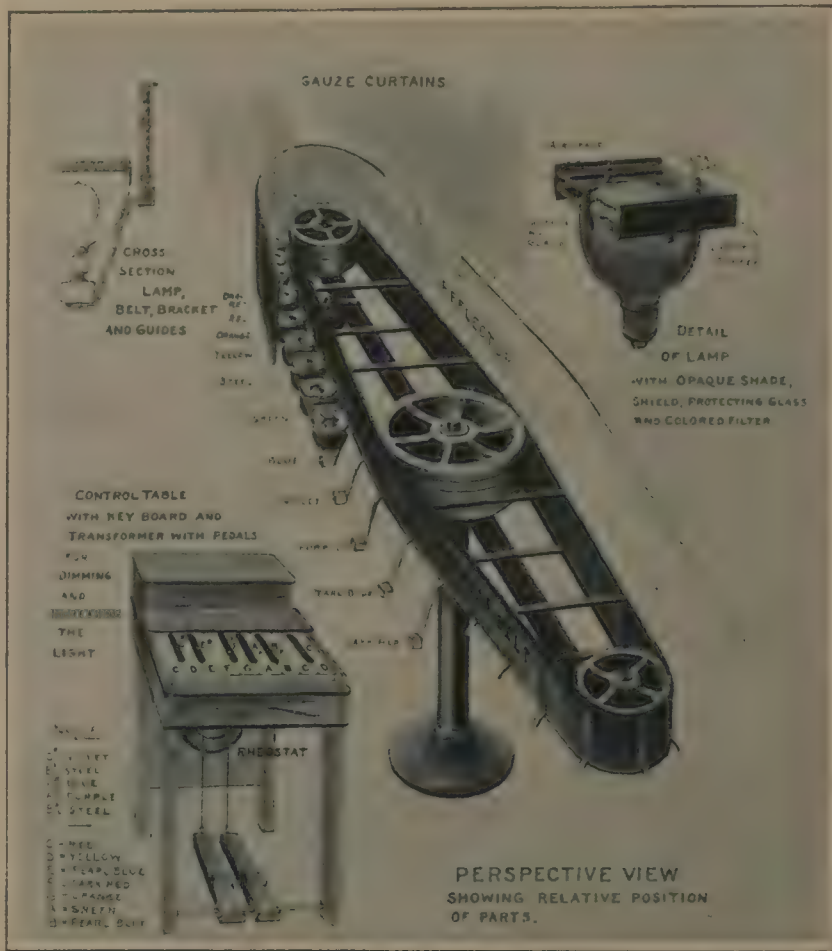
From this he should, according to Dr. Bergonié, go until tea-time, when he should consume about a third of the quantity of food taken for breakfast, the meal this time consisting of tea (always with milk and sugar), cake or biscuits, bread and butter, or toast, and again fruits, including, if preferred, nuts. At dinner, he should take half the amount of food consumed at breakfast, and this meal should always include a dish of meat, one of vegetables, and a sweet course.

With this dietary, which has here been very slightly altered to meet English conditions, M. Bergonié's curves show that the average man will be replenishing his stores of energy—which is the main object in taking food—exactly as and where they become exhausted, and thus preserving them as nearly as possible at the same level and so that they will never at any time be either depleted or over-full.

If it be objected that from breakfast to tea-time is too long to go without food, his answer is that digestion is, like most bodily functions, very much a matter of habit, and that abstinence during these hours will soon establish a balance by which the process will be prolonged without the undue call upon the liver which the mid-day meal entails.

The scientific reasons for this would take one too long to describe, but seem satisfactory, and the system, which is obviously capable of some further modification, may be given a trial with perfect safety and great advantage. Not

its least merit is the enormous saving of time and money that would result from it.



AN INSTRUMENT USED TO EXPRESS SCRIBINE'S "PROMETHEUS" IN COLOUR: THE MECHANISM OF THE COLOUR-LIGHT KEYBOARD.

At a recent concert in New York, when Scriabine's tone-poem, "Prometheus" was played by the Russian Symphony Orchestra, a new instrument, known as a colour-light keyboard, for producing colours on a screen, was used in the performance. An article on the subject appears on another page.

meat is taken on most days in the week, and the cutting-out of lunch would therefore make

without food, his answer is that digestion is, like most bodily functions, very much a mat-



SCRIBINE'S MUSIC EXPRESSED IN TERMS OF COLOUR: A SCREEN ILLUMINATED WITH CHANGING HUES BY A SPECIAL INSTRUMENT WHILE THE ORCHESTRA PLAYED "PROMETHEUS."

a considerable difference in the amount of it consumed. But M. Bergonié goes further than this,



# MERCHANTMAN AGAINST SUBMARINE: "ANGLO-CALIFORNIAN" ACTION.

DRAWN BY CHARLES PEARS FROM MATERIAL SUPPLIED BY A WITNESS.



THE GALLANT FATHER AND SON WHO SAVED THE "ANGLO-CALIFORNIAN" FROM A GERMAN SUBMARINE: CAPTAIN PARSLOW KILLED ON HIS BRIDGE, AND HIS SON TAKING THE WHEEL UNDER SHELL-FIRE.

One of the bravest deeds in the annals of the British merchant service was told when the London steamer "Anglo-Californian" reached Queenstown on July 5, with Captain Archibald Parslow and eight men dead, and eight others wounded, after an encounter with a German submarine off the Irish coast. The "Anglo-Californian," which belongs to the Nitrate-Producers Steamship Company, was homeward bound from Quebec when the submarine overtook her, and began firing at her wireless apparatus. "Our Captain," said a survivor, "was a brave man, and kept on the bridge smiling at the

enemy as shot and shell were discharged at his vessel." Eventually the gallant Captain was killed. His son, the Second Mate, who was by his side, was knocked down, but bravely took the wheel and steered the ship, lying on the bridge, with shells bursting around him, "until assistance arrived" and the submarine disappeared. Our correspondent states that over thirty horses on board were killed. The submarine, he adds, fired mainly at the bridge and at boats being lowered. The ship was hit about twenty times.—[Drawing Copyrighted in the United States and Canada.]



## DEAD ON THE FIELD OF HONOUR: OFFICERS KILLED IN ACTION.

PHOTOGRAPHS BY DEBENHAM, ELLIOTT AND FRY, FOULSHAM AND BANFIELD, LAFAYETTE, AMY CASSELS, GALE AND POLDEN.



Lieut. Louis Richard Fowle, of the King George's Own Ferozepore Sikhs, was the son of the late Col. F. T. T. Fowle, C.B., R.A., and distinguished himself at Wellington and Sandhurst for Rugby, cricket, and rackets. He was also a fine golfer, and won the Amateur Championship of Northern India at Gulmarg, Kashmir, in 1912. Brig.-Gen. William Scott-Moncrieff was the elder son of the late Canon Scott-Moncrieff, of Fossaway, Kinross-shire, Rector of Easington, Durham. He served with distinction in the Zulu and South African Wars, was twice mentioned in despatches, and severely wounded at Spion Kop. The elder of his two sons in the war, Capt. Robert Scott-Moncrieff, 1st Royal Scots, was badly wounded in Cameroon, and is home on sick leave. Capt. H. G. Bryant won his D.S.O. in the South African War. He was the son of Mr. H. S. Bryant, of Torquay. Lieut. Ronald F. Morkill died from injuries received in a flying

accident. He had qualified only a few days before his death. He was the son of Mr. John William Morkill, of Newfield Hall, Bell Busk, Yorks, and was married quite recently to the youngest daughter of the late Mr. T. L. Wilkinson, of Neasham Abbey, Darlington. Lieut. Lewis was the son of Mr. Thomas Lewis, of Garnockside, Glen-garnock, Ayrshire, and was the first officer from the Kilbirnie district to fall in the war. Capt. George O'Donel Thomas-O'Donel was twice mentioned in despatches and was given the Military Star. He was the only child of Mr. and Mrs. Thomas-O'Donel, of Newport House, Co. Mayo, and was a descendant of Hugh Roe O'Donel, who so long defied the efforts of Queen Elizabeth to subdue Ulster. Lieut. Gordon Balfour Swinley was the eldest son of the late Mr. Gordon H. Swinley, of Mijika, Assam, and Mrs. Swinley, Glenavon, Newbury. In 1911 he was in the wreck of the "Delhi."



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# MUSIC EXPRESSED IN COLOUR: A NEW INSTRUMENT FOR SRIABINE'S "PROMETHEUS."

ON our "Science Jottings" page we illustrate a remarkable new instrument for expressing music in terms of colour. The instrument, and the first occasion of its use, are thus described in an article in the *Scientific American*, by Mr. H. C. Plummer: "New York concert-goers, on Saturday evening, March 20, witnessed a novel departure from the conventional symphonic programme when the Russian Symphony Orchestra presented the tone-poem 'Prometheus,' of the Russian composer Alexander Scriabine, with the employment for the first time, as an 'orchestral unit,' of an instrument for producing colours, known as the 'tastiera per luce' or 'clavier lumière' (colour-light keyboard)."

"The colours appeared, simultaneously with the rendition of the music, filtering through a mesh of fine gauze within a square framework at the back of the stage, above the orchestra, and were controlled from a keyboard, not unlike that of an ordinary piano. The player,

followed the conductor's beat and the 'music,' which in appearance differed little from that of the 'orchestral voices.' As in the conductor's score, which had the part for the 'tastiera per luce' at the top of the page in the position usually accorded the part for the first violins, the 'music' for the colour-light keyboard expressed the colour-requirements not in colour-terms, as 'red' or 'blue' or 'green,' but in musical notations, as 'C,' 'F-sharp,' 'A,' etc.

"An arbitrary colour-scale was employed by the composer of 'Prometheus,' corresponding with a musical scale upon which the tone-poem was built and which is equally arbitrary in the 'new' tonal standards which it imposes. His tone-scale, with its colour equivalents, follows: C, Red; D, Yellow; E, Pearly Blue; F-sharp, Blue; A, Green; B-flat, Steely Grey. . . . With the drift of the music, the colours changed and dissolved by super-imposition, one upon another. . . .

"To operate the colour-apparatus the player presses a key, and that makes contact in the direct-current circuit, which actuates a relay, closing the alternating current-circuit on the lamp or lamps of light called for by the composer; the number of lamps varies from one to six. . . .

"The lamps range in size from 100-watt vacuum tungsten to 400-watt gas-filled tungsten; and all were specially made for this purpose in unusually small bulbs.

"The required regulation of the lamps to vary the intensity of the hues is obtained by employing the reactance in the common circuit feeding all of the lamps. This is operated by pedals. . . .

"The light units, with the filters, were mounted for this concert on a horizontal belt revolving on pulleys in turn mounted upon a rigid steel frame. A small motor mounted upon this frame drove one of the pulleys through a worm gear and revolved the belt. . . .

"The space occupied by the colour apparatus, outside of the keyboard, was about ten feet by five feet. The apparatus was twenty feet high, from the floor to the top of the gauze.

"It must not be supposed that this is the first attempt to treat colour musically. Readers of the *Scientific American* will recall that Professor Rimington, of London,



MR. MARCONI (X) AS CHIEF OF THE ITALIAN WIRELESS SERVICE: THE FAMOUS INVENTOR LEAVING HEADQUARTERS FOR A TOUR OF INSPECTION.

Signor Marconi, who recently returned to London from the United States, has gone to Italy to take charge of the wireless service. While in London he said that Italy was using wireless very extensively both by sea and land, and he hoped she would institute a wireless war-news service. He has lately been experimenting with ultra-violet rays, which, it is said, enable him to see objects through a 23½-inch wall.—[Photo, by Underwood and Underwood.]

or operator, sat at the keyboard in the body of the orchestra and, of course, facing the conductor. But he neither heard nor saw the result of his striking of the keys. He



SERBIA'S FORESIGHT IN STOCK-BREEDING: A GOVERNMENT INSPECTION OF SERBIAN CATTLE.

The Serbian Government is taking steps in advance to preserve a sufficiency of live stock in the country. All large breeders of cattle were ordered to bring their animals to be inspected by Government experts, who branded most of them with a mark indicating that they must not be killed, but kept for breeding purposes.—[Photo, by Topical]

devised what he calls a colour-organ which was to do for light what a symphony orchestra does for musical sounds. So far as we are aware, Professor Rimington's scheme was never carried out in practice on a large scale, so that the performance of Scriabine's 'Prometheus' may probably be regarded as the first successful experiment of its kind that has ever been made."

At a Court of Directors held last week, John Edward Humphrey, Esq., was elected a Director of the Royal Exchange Assurance Corporation.

Messrs. Debenhams, Ltd., of Wigmore Street, W., have subscribed for £50,000 worth of War Loan, and at the same time have made arrangements to assist their staff in purchasing War Loan.

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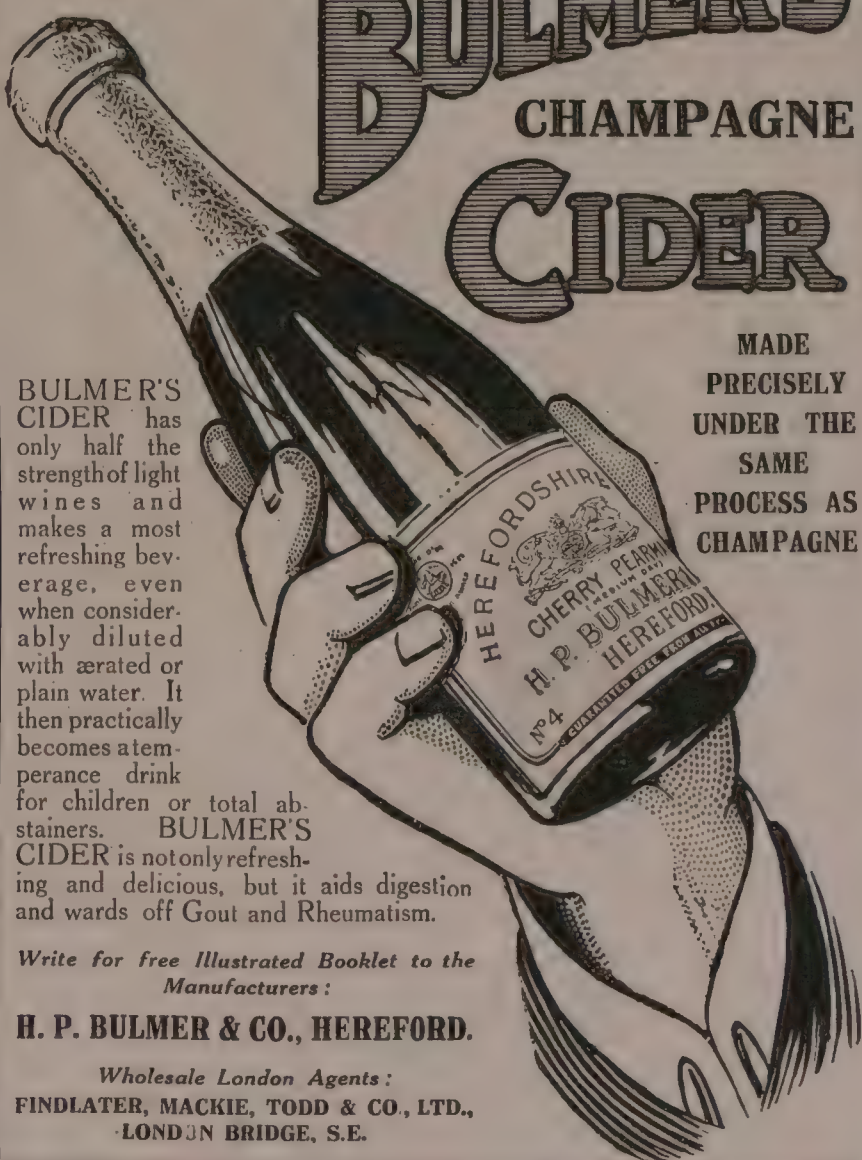
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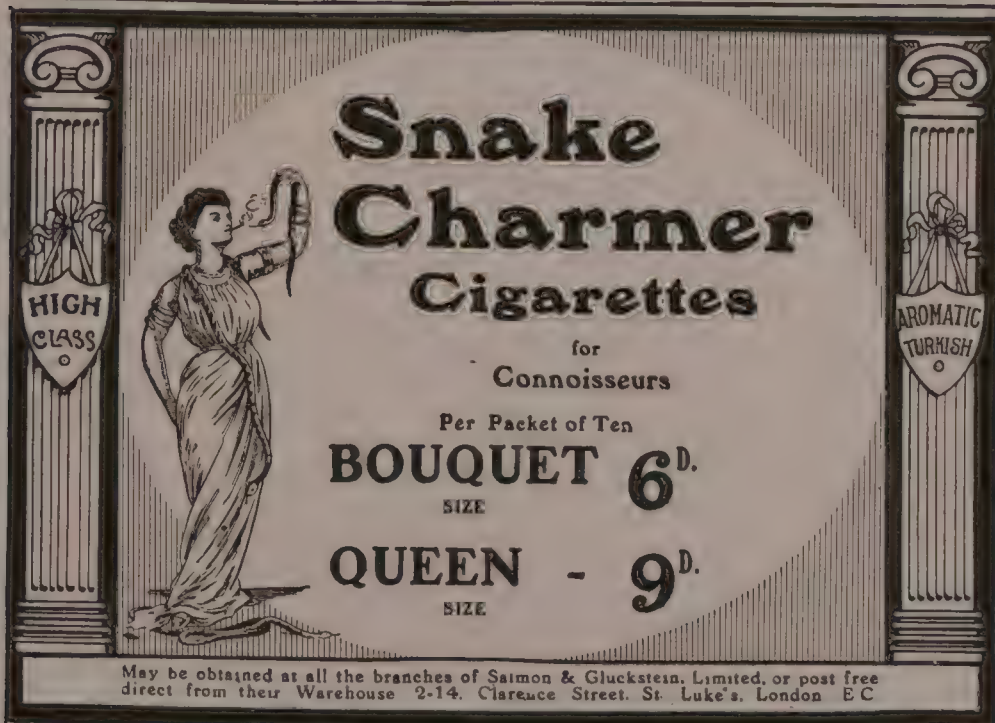
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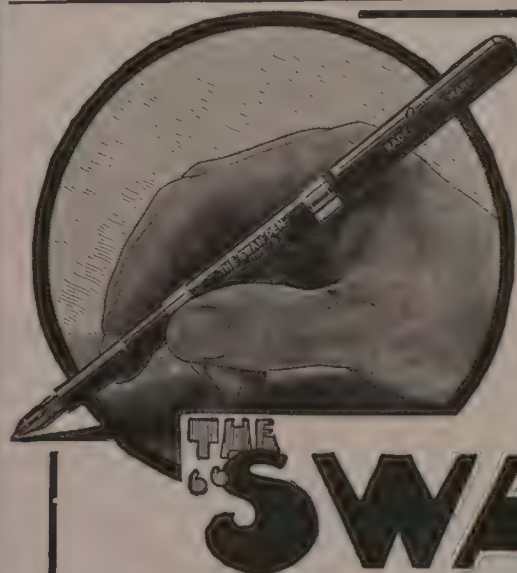
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## LITERATURE.

Count Hayashi's  
Secret Memoirs.

Mr. A. M. Pooley, who edits the "Secret Memoirs of Count Hayashi" (Eveleigh Nash), prefaces them with brief sketches of the Count's career and of his literary work. The first will put the general reader sufficiently in touch with the history of recent Japanese politics to enable him to understand broadly the relations between Hayashi and, for example, Prince Ito and Prince Katsura. The second, besides recalling incidentally that the subject of the biography wrote a novel, which Harper's published—"For His People"—tells how the manuscript of these "Secret Memoirs" came into Mr. Pooley's hands, and the steps that were taken in Japan to suppress them in this and other existing versions. The most interesting portion of them is that relating to the Anglo-Japanese Alliance, and to this also the editor devotes a chapter in his Introduction, with critical comments. His views are plainly indicated by his remarks on the alleged cold-shouldering of Germany from a Triple Alliance with Great Britain and Japan, which we would advise the reader to compare carefully with Count Hayashi's own text. And on the whole question of our policy in the Far East Mr. Pooley expresses quite definite opinions which will stimulate discussion. To the lay reader, however, uninitiated in the secret methods of diplomacy, the chief reflection which would be suggested at any time by this volume is the one that present calamitous events have made almost universal—that is, how precariously the welfare of the world is staked on a game engaged in by a few players, mostly blindfolded.

all the vital surroundings. Mr. Cunningham Graham, one of the most brilliant of our living writers, was naturally attracted to Bernal Diaz del Castillo, that noble follower of the great Cortes, and the account of him, taken from his "true history of the conquest of New Spain," is lit by knowledge of and sympathy for the outlook of the *conquistador*. Consequently, though "Bernal Diaz del Castillo" (Nash) deals with a man who wrote of events that are nearly four hundred years old and have never been very

the disposal of the Government in some of the South American Republics—Mr. Cunningham Graham has always sought the untrodden ways and the people whose dangerous lives deserve and seldom gain a record; he is also a student of men, and understands types upon which the average traveller looks with alarm or aversion. He seeks the romance of life, finding it in paths untrodden by the tourist, and by his artistic sense of selection giving us a picture, as significant as Lavery's portrait of him, every time he takes pen in hand. The *conquistadores* have seldom been understood; we have been told much about their cruelty and too little about their strenuous lives, their simple faith, their courage, endurance, and devotion to a country that seldom acknowledged their services. The balance has been restored by Mr. Graham, who, whether writing of Diaz del Castillo or those Jesuit Fathers who laboured in the green wilderness of Paraguay, brings sympathy, insight, and an innate sense of fair play to the service of his task. He does not write for the mob, for which much of his work is caviare, but he is a force in letters, and no author of our time wields a more vivid pen or can bring in equal degree the atmosphere of North Africa or South America into the printed page. From the narrative of half-forgotten adventures compiled by the old soldier in the long evening of his days, when nothing but his wounds was left to remind him of great service to Spain—then at the zenith of her world-power—we have all that may conjure up for us a picture of stirring times and rare adventure. Mr. Graham discerns in Bernal Diaz steadfastness, sincerity, and an absence of the worst superstitions then prevalent; and he justifies this discernment so completely that few will close the record without feeling pleased that one of the very few men of letters who could hope to do justice to it has been led to write a book so well worth the writing.



MERCHANT-SERVICE HEROISM: THE "ANGLO-CALIFORNIAN," WHICH DEFIED A GERMAN SUBMARINE FOR FOUR HOURS, AND REACHED PORT WITH THE CAPTAIN AND EIGHT MEN KILLED.

The London steamer "Anglo-Californian," owned by the Nitrate-Products S.S. Company, was attacked off the Irish coast while homeward bound from Quebec. Her brave commander, Captain Parslow, smilingly defied the enemy for four hours, but was eventually killed. His son, the Second Mate, took the helm and steered the ship "until assistance arrived." She reached Queenstown with nine killed and eight wounded. An illustration appears elsewhere in this number.—[By Courtesy of Messrs. Lawther Latta and Co.]

Bernal Diaz del  
Castillo.

To write a successful biography, it is essential that the author must be in complete sympathy with his subject: that he must be able to enter into the environment and visualise, not only for himself but for his readers,

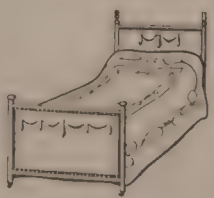
clear to the average Englishman, the book is a delight not only to the lover of literature, but to the student of history, for Mr. Graham illumines both the period and the man. A traveller himself—he is at this moment placing his fine knowledge of horses at

prevalent; and he justifies this discernment so completely that few will close the record without feeling pleased that one of the very few men of letters who could hope to do justice to it has been led to write a book so well worth the writing.

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THIS is the sort of shoe one never tires of. It always looks right, in town or country, with cotton frock or silk gown. Demure, no doubt, with a certain sweet Quakerishness about it, it has all the daintiness and charm of quiet, good style. And then, how comfortable it is. It simply clings to the foot, holding gently yet firmly at heel and ankle with a grip that never slackens or loosens. Yet without restraint either, for it fits so well and truly, gives such a feeling of lightness and freedom that one can wear it all day and every day with the utmost satisfaction.

Letters

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Manufacturers of Lotus and Delta Shoes



Lotus 15/6

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The one certain method of ending skin illness is to use Antexema. Skin sufferers, troubled for years by skin complaints, which medical treatment and so-called remedies have failed to cure, at last come to imagine relief is impossible, and that there is no escape from their misery, disfigurement and humiliation for the rest of their lives. Is this what you think? If so, listen to the hundreds of thousands of cured sufferers who all unite in saying that Antexema conquered their skin troubles.

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Antexema gives instantaneous relief and quickly cures every skin illness.

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Get the Claxton Ear-Cap and let your child wear it in the nursery, and during sleep, and any tendency to outstanding ears will soon be corrected. Easy and comfortable in wear. Keeps hair from tangling during sleep, and promotes breathing through the nose. The Claxton Ear-Cap moulds the cartilages while they are soft and pliable. Made in rose pink in 21 sizes. Send measurement round head just above ears, and also over head from lobe to lobe of ear. Price 4s. from Harrod's, Selfridge's, Whiteley's, John Barker, Ltd., John Barnes and Co., Ltd., D. H. Evans and Co., Ltd., E. and R. Garrold, Jones Bros. (Holloway), Ltd., Spiers and Pond's, Woolland Bros., or direct from I.L., Claxton, Castle Laboratory, London, N.W.





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upon chafed, sun-burnt, or otherwise irritated skins must be experienced before any true conception of its value can be obtained. A little rubbed into the face morning and evening serves as an excellent skin food, softening and strengthening the delicate tissues, and removing the dust and dirt to which the face is constantly exposed.

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"I am pleased to say I have used your Foods 1, 2 and 3 for the last twenty years and have found none better. The most delicate baby ever born I nursed and reared on the Foods until he was 3 years old, and now he is 18 YEARS, and a strong healthy boy nearly 6 feet high and as rosy as an apple. You can make whatever use you like of this as I should like your Foods and other things to be more used in future, as instead of making fat alone they make bone and muscle, which is what children need."

(Signed) NURSE DAVIE.

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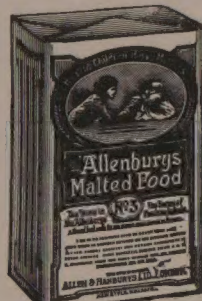
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A useful addition to baby's dietary when 10 months old and after.  
In tins at 1/6 and 2/9 each.

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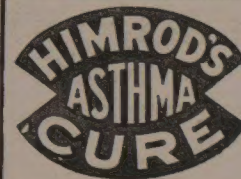
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May be safely used on the most delicate and sensitive skin.

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has received the unqualified endorsement of the leading papers of the world, and the finest testimonials from the world's greatest men, women, and institutions.

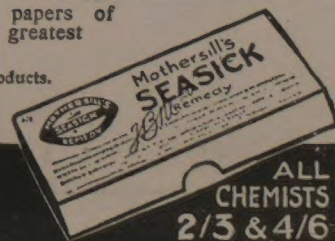
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GUARANTEED TO CURE SEA OR TRAIN SICKNESS OR MONEY RETURNED

## SEA-SICK REMEDY



ALL CHEMISTS 2/3 & 4/6



## THE CHRONICLE OF THE CAR.

**Some Sunbeams.** British motorists can be proud of the wonderful performance of the Sunbeam cars that took part in the 500 miles' race on the new motor-track just inaugurated at Chicago, U.S.A. Though the race was won by an Englishman, Mr. Dario Resta, driving one of the Grand Prix Peugeots, the Sunbeam cars made the best team performance, finishing second and fourth, as compared with the Peugeots' first and ninth. To average 96½ miles an hour, including stops, for 500 miles needs few words to convey the fine performance. This is what the Sunbeam car did that finished second, 3½ minutes behind the winner; while the sister car averaged over 95 miles an hour, and never once halted during the entire distance of the race—another "wine" that needs no bush. In this country this factory is busy on Government orders, and thus helping in our national cause to defeat the enemy. It is to be hoped all our countrymen and women will bear this in mind if they have to wait until the war is over before they can become possessors of these famous cars. In the meantime, perhaps they will follow the Prime Minister's advice and save up their money until they can spend it on British-made goods.

**Tyre Supply.** According to the announcements made by British tyre-makers, there is no present shortage of English motor tyres, cycle tyres, and any other form of wheel-covers. To-day the average English motorist is fully aware of the real importance of supporting home industries. For that reason, the more caution should be used in giving credence to any statement that there is an unavoidable shortage of tyres made in England. As Messrs. David Moseley and Sons, Ltd., recently pointed out, although it is quite true that they and other British tyre firms are busy with Government work, this does not affect the fact that there are fully adequate supplies of British tyres made by themselves and other English factories available for the private user. In this direction the country is well able to be self-supporting, and it has to be remembered that, though British motorists spent £2,500,000 on foreign tyres in 1913 (the last year in which statistics are available), for pneumatics alone—and this vast sum does not include the enormous imports of solid

band tyres for commercial and other vehicles—every penny could have been paid to the British tyre-makers if the motoring community had chosen thus to demonstrate their patriotism. British tyres are as good

as, if not better than any others in the market, so there is no reason why, at the present time, one penny-piece of English money should leave the country to pay for such goods.



TO PICK UP STRENGTH AFTER WAR-WORK AND SEE "OLD ENGLAND" AT ITS SUMMER BEST: WITH A FORD CAR ON TOUR.

War-workers at home need rest between whiles, and our photograph shows one way of taking it with advantage. The cottages are some of the typical timber-and-thatch buildings which are the pride of Shakespeare's county, Warwickshire. The car is a 1915 Ford touring-car (£125), in which a party of visitors (indoors for the moment) are taking their spell off duty.

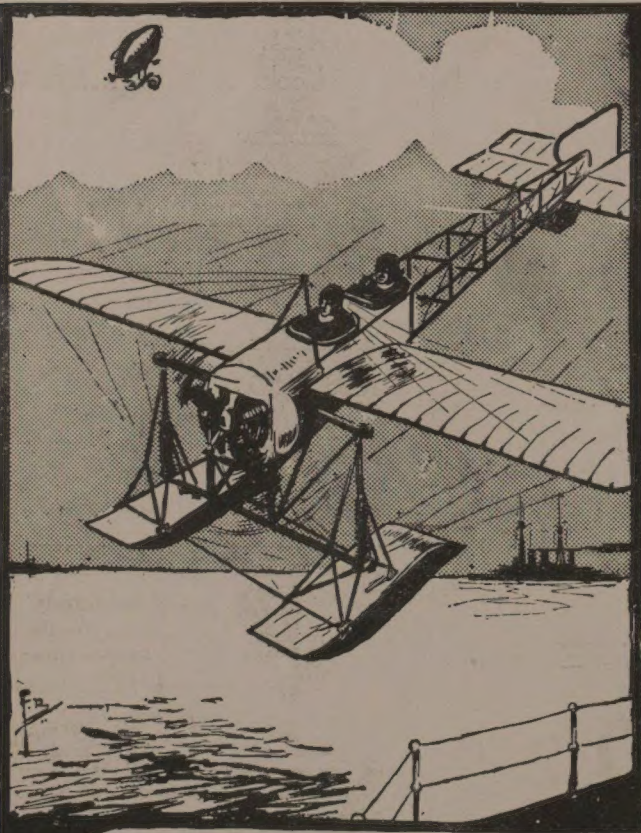


OUT FOR A HOT-WEATHER AIRING IN SOUTHERN INDIA: AN ENGLISH LADY AND HER 20-H.P. DAIMLER CAR.

Nowhere, probably, is the possession of a motor-car more appreciated than in India, with its magnificently smooth roads and fascinating scenery. The car seen here, with its owner at the wheel, belongs to a lady resident in the Madras Presidency, and the photograph was taken during a run in a bamboo jungle at the foot of Gadalore Ghat, near Ootacamund.

**The Iron Horse.** The Crossley 20-25-h.p. ambulance presented by the South Irish Horse to the French military authorities, and at work at the front, has been dubbed the "iron horse," because of its speedy and reliable work in the St. Mihiel district. Shelled at by the Germans, this motor-ambulance has done some wonderful work fetching the wounded from the firing-line, and, although it has had numerous narrow escapes, has successfully worked day and night in its succouring of *les blessés*. Truly the present-day motor-carriage is the iron horse of the "Arabian Nights." On one day alone—Easter Monday, by the way—the convoy which included this car carried 750 wounded. The Crossley was working day and night, and went without a hitch—which speaks volumes for British materials and workmanship. Owing to its excellent springing, it can travel faster than the usual motor-ambulance, and Surgeon-Major F. McCabe, M.P., who was responsible for its detail fittings, deserves much praise for the non-jolting of its occupants, although the roads are so bad. I wonder if I shall get scoffed at if I suggest that in the next war aeroplane-ambulances will be used. W. W.

For many reasons, the appeal of the French Wounded Emergency Fund should meet with a generous response. Many letters received from military hospitals in France prove how great and urgent is the need for help, and how gratefully appreciated are the parcels of medical, surgical, personal, and nursing requisites which are being sent by this excellent Fund, of which the President is the Marchioness of Linlithgow and the Hon. Secretary Miss Evelyn Wyld. From 34, Lowndes Square, S.W., where gifts are received, dealt with, and despatched, about 150 bales, containing bedding, clothing, surgical instruments, and drugs, are sent every week; and although the Fund have, since the beginning of February, sent more than 150,000 garments, 50,000 bandages, and an immense quantity of dressings to France, the need is growing, and those who send contributions either of goods or money to 34, Lowndes Square will share in a work of real benevolence.



The BLERIOT SEAPLANE is of the monoplane type, and is built by the firm of Louis Blériot. It is an extremely light machine and is fitted with an 80-h.p. Le Rhone Engine. The chief points about it are the characteristic method of springing the floats, and the fact that the operation of substituting wheels for the floats, thus making it a land machine, can be accomplished in a comparatively short space of time.

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Have a WORLD-WIDE REPUTATION.

They are made from fine quality Virginia Tobacco and are sold in two strengths.

GOLD LEAF.

MEDIUM.

100 for 3/- 50 for 1/6 100 for 2/3 50 for 1/1½

Smaller sizes of packing at proportionate prices.  
In Packets and Tins from all Tobacconists and Stores.

# PLAYER'S NAVY CUT DE LUXE

is a development of the original PLAYER'S NAVY CUT.

Player's Navy Cut De Luxe is the outcome of many year's experience and is probably the best pipe tobacco yet offered to the public. It is perfectly accurate to describe it as being manufactured from not only the best growths of Virginia but from the selected leaves of those best growths.

Packed only in 2-oz. Airtight Tins at 1/2 and 4-oz.  
Airtight Tins at 2/4.

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Illustrates every principle of freedom, weather-resistance and comfort, as well as the more obvious attributes of distinction and artistic simplicity.

BURBERRY harmonizes with all occasions and places, adding to the *tout ensemble* a subtle charm, all its own.

BURBERRY Weave and Proof ensure security against rain, wind and dust, whilst preserving health by natural ventilation and airtight weight.

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In Navy Serge. A charmingly smart yet serviceable model, the tasteful simplicity of which is regarded as the standard of perfection.



Arrol-Johnston

THE British motor manufacturer is busy making munitions—and the American car invasion is a well-rooted success.

A STEADY flow of actual GOLD is proceeding across the Atlantic in payment for pleasure cars, and the car sales organization of this country may be addressed as "c/o Uncle Sam."

HELP THE Movement.

PURCHASE AN American Car.



May We  
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**JOHNSON'S  
PREPARED WAX**

—enough for polishing a small floor, piano, several pieces of furniture or a motor car? JOHNSON'S Prepared Wax is a splendid and complete finish and polish for

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OVER varnish, shellac, oil and French polish, Johnson's Prepared Wax gives perfect results. It is clean and economical; is easily applied; imparts a perfectly hard, dry artistic finish of great beauty and durability.



Everyone who takes pride in keeping furniture attractive and the home sanitary, should get Johnson's Prepared Wax.

A generous tin of Johnson's Prepared Wax with Instruction Book on home beautifying sent to any address on receipt of 4d. in stamps.

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## The Future

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To ensure the least possible delay in delivery, when these splendid cars are once more available in the ordinary way, have your name added to the Vauxhall waiting list. Particulars, together with a copy of the newly-issued catalogue, will be sent on application.

Three or four good second-hand Vauxhall cars, open and closed bodies, ready to drive away.

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A SET of Firestone Tyres is the motorist's surest guarantee of accident prevention.

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May we send you the handsome "Firestone" book, "What's What in Tyres," post free? It contains information every owner should possess, and explains why Firestone means "Most Miles per Shilling."

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If foods were placed in order of merit—you would place Benger's Food first,

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With a tin of Benger's, mothers are always prepared for family ailments—for anybody who is out-of-sorts, unwell, over-worried, or seriously ill.

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differs entirely from other foods. You realise how distinct it is the moment you read the directions. While you make Benger's Food, *always using fresh new milk*, it undergoes the first stages of digestion, and by the time you serve it, both the milk and the Food are soluble—ready for bodily nutrition.

Benger's Food is delicious, with a delicate biscuit flavour. It is enjoyed when other foods disagree.

Benger's is a most interesting food to prepare. The changes it undergoes teach a lesson in human digestion. It is all explained in our book, "Benger's Food and How to Use it." Please apply for a copy, post free.

Benger's Food is British made, and sold in tins by Chemists, etc., everywhere.

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Branch Office: NEW YORK (U.S.A.) 97, William St.  
SYDNEY (N.S.W.) 117, Pitt St., and Depots throughout CANADA. Etc.



## CHESS.

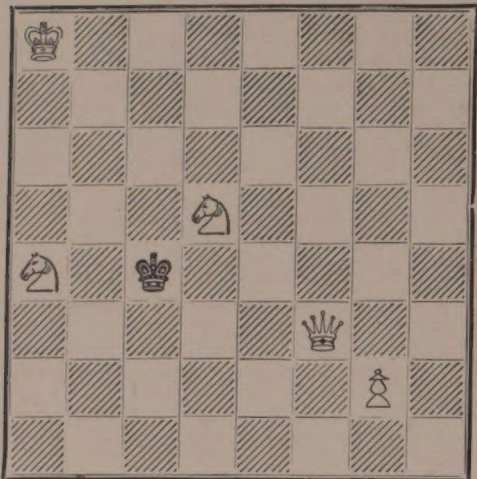
1c CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

SOLUTION OF PROBLEM No. 3707.—By G. WATSON.

- WHITE BLACK  
1. K to K 7th K to Q 5th  
2. Q to B 3rd K moves  
3. Q mates.

If Black play 1. K to Kt 5th, 2. Q to B 4th (ch), etc.

PROBLEM No. 3710.—By G. WATSON.  
BLACK.



WHITE.

White to play, and mate in three moves.

F M W (Green Lanes).—We are sorry your two-mover is too simple for our use. We shall be glad to see other of your compositions.

E G PRINCE.—There is no solution of your problem if in reply to 2. Q to Q 3rd, Black play 2. Q takes B.

PROFESSOR K P Dê (Rangoon).—Your problem is correct, but the key is too restrictive by withdrawing two flight squares.

G F HEATH (Minneapolis, U.S.A.).—You have divined the source of the mistake with much judgment, but your solution by Q to R 7th will not do. The Queen must go one square further.

L CHOMÉ LA ROQUE (South Kensington).—In reply to your proposed solution of No. 3709, how do you mate if Black play 1. P to B 4th (ch)?

E C MORTIMER.—Your problem yields to direct check: 1. Kt takes P (ch), K to Q 4th; 2. Q to Kt 4th, K to K 4th; 3. Q to B 5th (mate).

A M SPARKE and R C DURELL.—Your problems shall appear in due course.

O H LABONE.—Your problem is correct, but it is curiously like No. 3707.

BLAIR H COCHRANE.—We greatly appreciate your expression of opinion.

CORRECT SOLUTIONS OF PROBLEM No. 3701 received from C A M (Penang); of No. 3702 from P F Staunton (Kolar Gold Field, S. India), and C A M; of No. 3703 from E G Prince; of No. 3704 from E G Prince; of No. 3705 from W C Livingston (Brantford, Canada), Charles Willing (Atlantic City, N.J., U.S.A.), A V Markwell (Macedonia), and E G Prince; of No. 3706 from Charles Willing, W C Livingston, L Chomé La Roque, A V Markwell, and J Isaacson (Loch Awe); of No. 3707 from A V Markwell, J B Camara (Madeira), H G Grasset, J Isaacson, J Dadson (Catford), Jacob Verrall (Rodmell), and T Cifuentes (Trabia, Spain); of No. 3708 from J Verrall, T Cifuentes, C Barretto (Madrid), W Dittlof Tjassens (Apeldoorn), J Dadson, L Chomé La Roque, Camille Genoud (Weston-super-Mare), H P Cole, A W Hamilton Gell (Exeter), J S Wesley (Exeter), and G J Griffin (Dublin).

CORRECT SOLUTIONS OF PROBLEM No. 3709 received from W C D Smith (Northampton), A L Payne (Lazonby), H Grasset Baldwin (Ascot), Rev. J Christie (Redditch), J C Stackhouse (Torquay), J Fowler, A H Arthur (Bath), R Worters (Canterbury), F J Overton (Sutton Coldfield), G Wilkinson (Bristol), G Stillingfleet Johnson (Cobham), J Smart, J S Forbes (Brighton), T T Gurney (Cambridge), R C Durell (South Woodford), E J Winter-Wood (Paignton), J J Dennis (Gosport), M E Onslow, Blair H Cochrane (Harting), Arthur Perry (Dublin), and A W Hamilton Gell.

## CHESS IN AMERICA.

Game played in simultaneous exhibition match at New Orleans Chess Club, between Mr. CAPABLANCA and Judge L. L. LABATT. The notes, with one exception, are by Mr. Capablanca himself.

(English Opening.)

- |                     |                  |
|---------------------|------------------|
| WHITE (Mr. C.)      | BLACK (Judge L.) |
| 1. P to Q B 4th     | P to K B 4th     |
| 2. Kt to Q B 3rd    | Kt to K B 3rd    |
| 3. P to K Kt 3rd    | P to K 4th       |
| 4. B to Kt 2nd      | B to B 4th       |
| 5. P to Q 3rd       | Kt to Q B 3rd    |
| 6. P to K 3rd       | P to Q R 3rd     |
| 7. K Kt to K 2nd    | B to R 2nd       |
| 8. Castles          | P to Q 3rd       |
| 9. Kt to Q 5th      | Castles          |
| 10. P to Kt 3rd     | Kt to K 2nd      |
| 11. B to Kt 2nd     | P to B 3rd       |
| 12. Kt tks KKt (ch) | P takes Kt       |
| 13. P to Q 4th      | Kt to Kt 3rd     |
| 14. P to B 4th      | P to K 5th       |
| 15. Kt to B 3rd     | P to Q 4th       |
| 16. Q to R 5th      | B to K 3rd       |
| 17. B to K R 3rd    | Q to Q 2nd       |
| 18. P takes P       | P takes P        |
| 19. Q R to B sq     | P to Kt 4th      |
| 20. R to K B 2nd    | Q R to B sq      |
| 21. K R to B 2nd    | K to Kt 2nd      |
| 22. B to B sq       |                  |
- Threatening P to Q R 4th in due time, and to obtain control of the open file.
22. Q to Kt 2nd
- To prevent P to Q R 4th, but as will be seen, not the best reply, since it permits White to play P to K Kt 4th

WHITE (Mr. C.) BLACK (Judge L.)  
Black did not think at the time his position was so precarious.

23. P to K Kt 4th  
The beginning of a very fine combination worthy of a single-handed contest in first-class master-play.—(Ed.)

23. Q to Q 2nd  
Kt to K 2nd would have been better.

24. P takes P B takes P  
25. Kt takes Q P

The deadly stroke that destroys Black's carefully prepared defence.

25. R takes R  
If B to Kt 5th, 26. R takes R, R takes R, 27. Kt takes P, etc. If Q takes Kt, 26. R takes R, R takes R, 27. R takes R, and wins.

26. R takes R Q takes Kt  
27. R to B 7 (ch) R to B 2nd  
28. R tks R (ch) K takes R  
29. Q takes P (ch) K to K 3rd

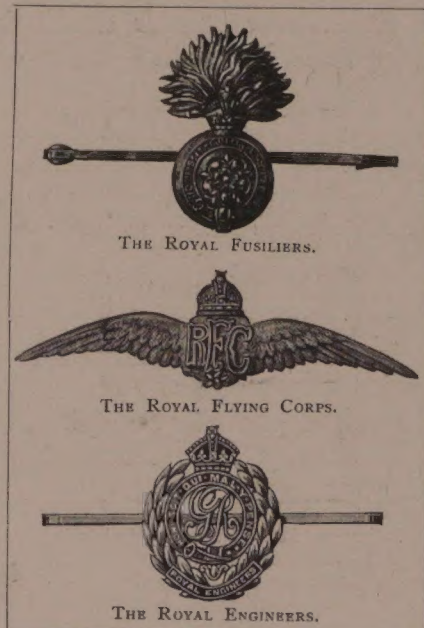
K to K sq is, perhaps, better, but after 30. Q takes B, White must win.

30. Q to Kt 8 (ch) K to Q 3rd  
31. B to R 3 (ch) K to B 3rd  
32. Q to R 8 (ch) Resigns.

## "ENTERPRISING HELEN," AT THE VAUDEVILLE

SAY the best that one can of Mr. Francis Coult's play, there is this to be said—that its serious side provoked laughter on its first-night performance, and that the would-be comic scenes left us wondering where the humour came in. No doubt the actress heroine was very enterprising in her campaign against the financiers who were trying to cheat her lover and her pet author: she was much too enterprising for belief. No doubt the female villain who for purposes of her own works upon a wife to run away from her husband showed a wickedness of the deepest dye; there was a haughtiness about her that was engagingly ludicrous. But oh, the futility alike of the piece's melodrama and its farce. Mr. Lennox Pawle makes much out of the sketch of a hare-brained creature who tries his hand at business; Mr. Dagnall disguises himself as an obsequious Portuguese; indeed, all the players do well; but Mr. Coult will have to learn more about the stage before he can count on being anything like as successful a playwright as he is a poet.

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